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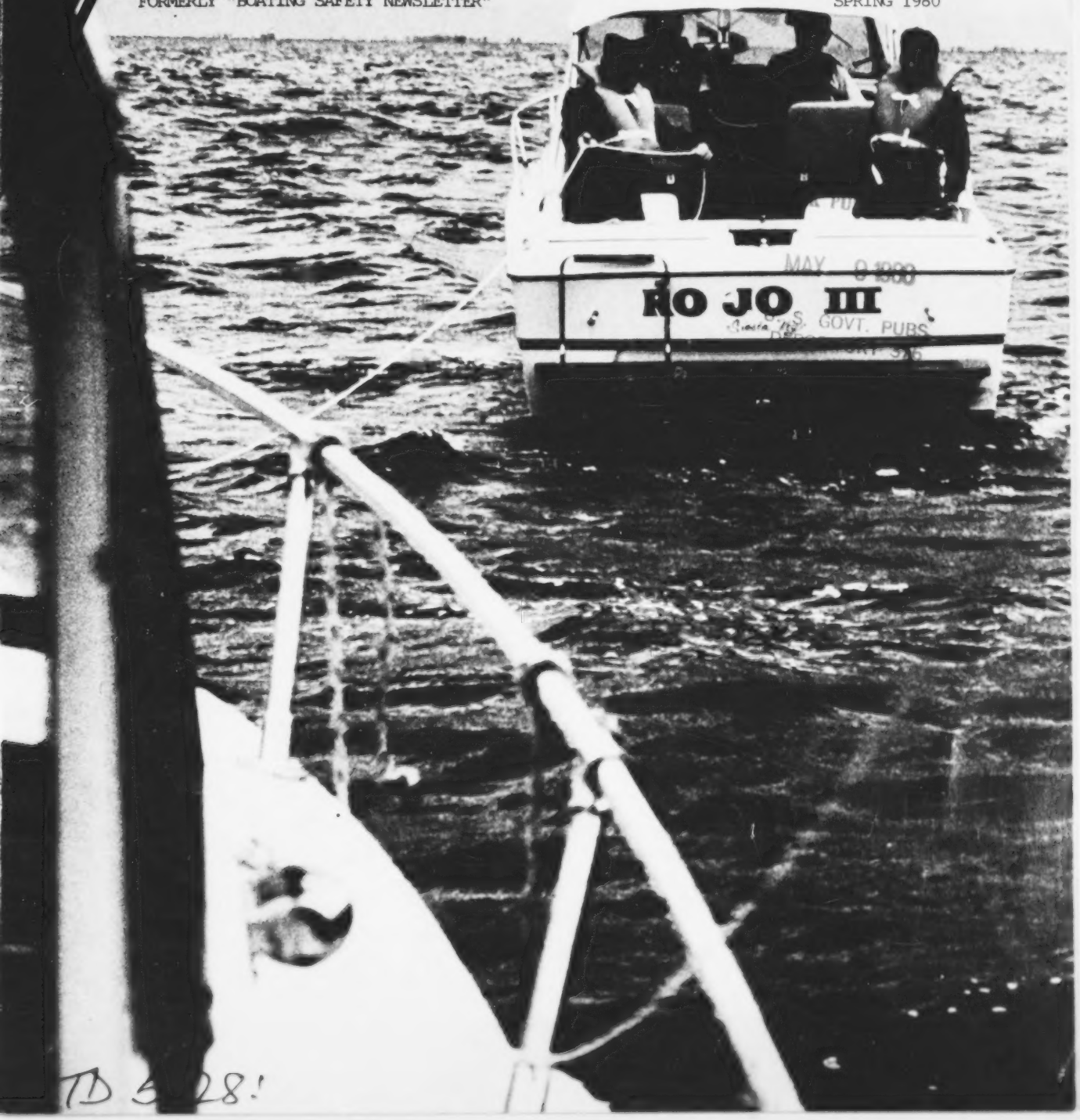
SAFE BOATING

FORMERLY "BOATING SAFETY NEWSLETTER"

SPRING 1980



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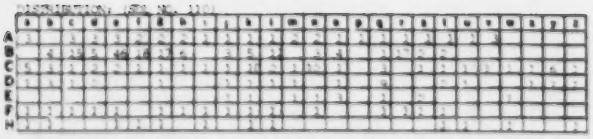
ABOUT THE COVER: When you're in trouble, the most beautiful sight in the world is the slack coming out of a tow line to take you home. Coast Guard Auxiliarists in the Tampa Bay, Florida area practice on each other so they will be ready to assist the Spring horde of recreational boaters.

SAFE BOATING, the Boating Safety Newsletter, is intended for use by State Boating Administrators, other officials, and those individuals concerned with the problems of boating safety. Views or opinions expressed are those of the editor, contributors or writers, and do not necessarily represent those of the Department of Transportation or the United States Coast Guard. SAFE BOATING is published each quarter by the Office of Boating Safety, United States Coast Guard, Department of Transportation, Washington, D.C. 20590. Material for consideration should be addressed to the Editor. For further information, phone: (202) 426-9716.

Rear Admiral Bernie I. Thompson . . . . . Chief, Office of Boating Safety
Commander Neal Nahan . . . . . Chief, Information & Administrative Staff
Lieutenant Francis J. Lynch . . . . . Chief, Boating Information Branch
Pat Lou Perrin . . . . . Editor



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From the Top

The Admiral Says, "ALOHA."

This will be my last address as Chief of the Coast Guard Office of Boating Safety. I will be leaving this summer to assume command of the Fourteenth Coast Guard District, headquartered in Hawaii.

My tour with Boating Safety has been the most enjoyable assignment of my 32 year career. The people I have had the privilege of working with and the friends I have made will always be a pleasant memory of my work with the Boating Safety program. You can rest assured that I will work to maintain these friendships.

When I first assumed the duties as the head of Boating Safety for the Coast Guard I wrote in the Summer 1978 issue of the Boating Safety Newsletter, "Boating Safety is not a one man or one agency job. Therefore, I ask for the continued outstanding cooperation and assistance of all boating safety oriented organizations in making Boating Safety an effective and successful program."

In retrospect, I am grateful for the tremendous cooperation and assistance which has been given to the Coast Guard Boating Safety Program, not only during my tenure, but throughout the entire existence of the program. That this close working relationship did contribute to the success and effectiveness of Boating Safety is evident by the ever decreasing fatality rate (the number of boater deaths per 100,000 boats), even as the number of recreational boats continues to skyrocket. I am most pleased with this accomplishment during my time with Boating Safety and offer my heartfelt "thank you" to those who have helped the Coast Guard achieve this goal: the National Boating Safety Advisory Council, state boating law administrators, boating interest groups and the boating industry, among many others.

I also want to offer a special thanks to a group which is too often overlooked, even though they are a key element in the Boating Safety effort. I am referring to the media, most particularly the boating media; the men and women who get the boating safety message to boaters through stories in boating magazines, boating sections of local newspapers, or on television or radio. I am constantly reminded of the concern these people have for the well-being of the boating community whenever I read or hear their stories. Although occasionally at loggerheads, the Coast Guard and the boating media have developed a relationship which directly benefits millions of recreational boaters. The Coast Guard is largely dependent on boating journalists and the broadcast media to keep boaters informed of what's happening in boating safety. And while some of our program may not be too popular among boaters - new boating regulations, for example - I thank the media for their objective and responsible reporting. On many occasions it has been the media who have called to my attention inequities, misunderstandings, and cases of "excessive regulation" that have helped me reevaluate some of our "governmentese" and kept us from undue regulation.

Within the media is another group which has helped the Coast Guard spread the word on safe boating; the public service directors of radio and television stations across the country. Since before the Office of Boating Safety was established in 1971, public service directors have been supporting the Coast Guard Boating Safety Program by frequently playing our boating safety announcements over their stations. This has been a great help in reducing boating accidents. My thanks to this group also.

Finally, my farewell message would not be complete without a very special "well done" to the U.S. Coast Guard Auxiliary, an organization which is fast becoming a main cog in the Coast Guard Boating Safety responsibility. These people volunteer their time and equipment to meet an ever increasing demand for boating safety education, and provide the Coast Guard with invaluable search and rescue assistance. I salute all Coast Guard Auxiliarists. The Coast Guard couldn't do it without you.

Before ending, I want to pass along two items which should be very interesting to those who are involved in boating safety.

First, the Coast Guard Office of Boating Safety is absorbing part of the Office of Public and International Affairs. The new office has been tentatively dubbed the Office of Boating, Consumer and Public Affairs. This office will have much the same responsibilities as the Office of Boating Safety, but with an additional emphasis on keeping boaters, consumers, and the general public better informed on boating and maritime issues.

The second item of interest is that my replacement, and the head of this new Coast Guard Office will be Rear Admiral Harold W. Parker Jr. Admiral Parker is no stranger to boating safety. He has previously served as Second Coast Guard District Director of Auxiliary in St. Louis, Missouri and Chief Director of Auxiliary here in Headquarters. I have known Howie Parker for years and am sure that he will do an outstanding job.

It has been a great two years, and regardless of where my Coast Guard career takes me in the future, the boating safety effort will continue to have my total support.

BERNIE E. THOMPSON

Office of Boating Safety

Change of Watch

In June of this year, Rear Admiral Bernie E. Thompson will leave his post as Chief of the Coast Guard Office of Boating Safety to assume new duties as Commander of the Fourteenth Coast Guard District with offices in Honolulu, Hawaii. In his new post, Admiral Thompson will be responsible for all Coast Guard presence and activities in a twenty million square mile area encompassing Hawaii, American Samoa, the U.S. Trust Territory of the Pacific Islands, Guam and the Commonwealth of the Northern Marianas.

Admiral Thompson will be replaced by Rear Admiral Harold W. Parker Jr. who comes to Coast Guard Headquarters from his present post as Commander of the Eleventh Coast Guard District with offices in Long Beach, California.

Rear Admiral Parker was born October 14, 1928 in Juneau, Alaska. He graduated June 2, 1950 from the Coast Guard Academy in New London, Connecticut. His early assignments included duty aboard the Coast Guard cutters ESCANABA, WILLOW and MATAGORDA. From April 1954 through May 1955 he commanded the Coast Guard LORAN Station on Iwo Jima in the Pacific.

Upon completion of the overseas tour he was assigned to the staff of the Eastern Area Commander, as a Rescue Coordination Center Controller. It was during this tour that Parker was awarded the "Order of Merit to the Republic of Italy" with rank of Cavalier for his actions taken to coordinate the rescue of over 800 survivors from the Italian liner ANDREA DORIA after its tragic collision with the Swedish vessel STOCKHOLM.

Rear Admiral Parker commanded the cutter MISTLETOE in Norfolk, Virginia from November 1958 to December 1961 and then was assigned as District Director of Auxiliary in the Second Coast Guard District, St. Louis, Missouri.

After three years in St. Louis he received his second seagoing command, the cutter HEATHER based in San Pedro, California. After two years Parker assumed duties as Chief of Personnel, Eleventh Coast Guard District and while serving in that capacity was awarded the Coast Guard Commendation Medal for his services in forwarding the District Civil Rights Program.

In 1970, Parker assumed command of USCGC PONTCHARTRAIN, then engaged in naval gunfire support of our forces in South Viet Nam. He next became Chief Director of Auxiliary in Washington, D.C. and was promoted to Captain. After two years in Washington he was reassigned as Commander, Greater Antilles Section in San Juan, Puerto Rico.

Prior to his promotion to Rear Admiral, he served as Chief of Staff of the Eleventh Coast Guard District in Long Beach, California.

Rear Admiral Parker is married to the former Alice Dolores Mahoney of Staten Island, New York. They have seven children.

READEX FICHE

IN THE NEWS

By Coast Guard Headquarters
Auxiliary Staff

CG AUXILIARISTS BECOME "DELTA COWBOYS"

In the delta areas around Stockton, Pittsburg, and Sacramento, California are hundreds of miles of waterways winding around island ranches. The state asked Coast Guard Auxiliarists to routinely patrol the area as a protection for the levee. In January, however, during the height of the California flood, these Auxiliarists were turned into waterborne cowboys. Using their boats, they rounded up, prodded, and pulled cattle to Army landing craft for transport to safer ground. During the 96 hour operation, Auxiliarists helped save about 500 head of cattle. Dubbing themselves the "Delta Cowboys", they facetiously said they are going to add something to the Auxiliary Operations Course on how to disengage cowtails from propellers.

STANDARD OPS TRAINING FOR AUXILIARISTS

To meet the increased demand for service by Auxiliarists in operational work, the Coast Guard is developing a new standardized Operational Training Course which tracks with training given Coast Guard regulars and reserves. All districts were given an opportunity to critique this effort at a workshop last November. District and other operational Commanders have shown a great deal of interest in this approach to training. The aim is to set a uniformly high standard of competence which will be the same throughout the country. Before a new Auxiliarist can become operationally qualified, it will be necessary to meet certification based on the requirements of the course. The course is now being tested in five districts for its practical and theoretical feasibility.

BOATING SAFETY EDUCATION SEMINAR

The Fifth Annual Boating Safety Education Seminar was held in March at the Admiral Benbow Inn in Tampa, Florida. This year's theme was "A Technical Update for the 80s". Representatives from a broad spectrum of organizations interested in boating education -- federal, state, local and Canadian law enforcement agencies as well as industry and public and private organizations -- met to exchange views and discuss such matters as visual distress signals, inflatable life jackets, flotation standards, hypothermia, and marine sanitation devices. Workshops were held on such subjects as small craft safety; instruction techniques; and how to reach the non-traditional boaters like hunters and fishermen who do not consider themselves boaters. The exchange of information in these annual seminars is used to enrich safety programs for all types of boating activities.

Boating Safety Advisory Council Meeting Highlights

The winter 1980 meeting of the National Boating Safety Advisory Council was held the 16th and 17th of January at the Fountainebleu Hotel in Miami, Florida.

The first order of business was to introduce and swear in the Council's seven new members. They are: Robert O. Cox, Norville L. Hall, Walter B. Miles, Gary T. Myers, Richard Schwartz, William H. Shaw, and John B. Welch. They represent a wide spectrum of the boating community.

Robert O. Cox is the president of Lauderdale Marina Inc., a past chairman of the Marine Advisory Board of the City of Fort Lauderdale, a technical member of the American Boat and Yacht Council and a City Commissioner of the City of Ft. Lauderdale.

Norville L. Hall is the Chief of the Watercraft Division of the Ohio Department of Natural Resources, the secretary of the Ohio Waterways Safety Council and a member of the National Association of State Boating Law Administrators.

Walter B. Miles is president of W&M Investments, Inc. and a member and twice chairman of the California Boating and Waterways Commission.

Gary T. Myers is the Executive Director of the Tennessee Wildlife Resources Agency, president of the National Association of State Boating Law Administrators and the secretary/treasurer of the Southeastern Association of the Fish and Wildlife Associations.

Richard Schwartz is the organizer and Executive Director of the Boat Owners Association of the United States, a director of the National Foundation for Boating Safety and holds membership in the National Safe Boating Council Inc. and the American Boat and Yacht Council.

William H. Shaw is a yacht designer, vice president of Grumman Allied Industries, Marine Products for Pearson Yachts, a director of the American Boat and Yacht Council, past director of the National Association of Engine and Boat Manufacturers, a member of the Society of Naval and Marine Engineers as well as holding memberships in the U. S. Yacht Racing Union's Measurement Handicap Committee and their Safety Committee.

John B. Welch began with the Arkansas Game and Fish Commission in 1971 as an enforcement officer. He is presently the State Boating Administrator and the Enforcement Division Chief. Mr. Welch is currently president of the Southeastern States Boating Law Administrators, and also serves as the Chairman of the Governor's Commission on Water Safety for the State of Arkansas.

Of the items discussed at the meeting, the new regulations for Visual Distress Signals to be required on recreational boats was the basis for considerable concern. The Council felt that the hand-held flares constituted dangers to disabled boats from slag and sparks. The main point of concern centered around the possibilities of slag falling on the structural material of the disabled vessel, and possibly starting a fire. There was also concern expressed by some Council members that sparks from a hand-held flare could fall into gas fume laden bilges and become another source of fires and explosions. The Council also recommended that the Coast Guard consider a "one approval" system for flares used aboard both commercial and recreational boats. RADM Bernie E. Thompson, Chief of the Office of Boating Safety, told the Council that the "one approval" concept was desirable from the Coast Guard's standpoint also.

More N.B.S.A.C.

Admiral Thompson briefed the Council on the upcoming reorganization of the Office of Boating Safety. The current plan is to expand the Office to include Public and Consumer Affairs. The reorganization should add about 60 people to the Office staff from Public Affairs Division and is designed to offer more efficient service to the public.

Admiral Thompson also briefed the Council on the upcoming change in function of the Boating Safety Detachments. The new function of the BOSDETs will be to maintain liaison with state and local officials rather than doing on-the-water enforcement themselves. It is considered that this change will result in better and more uniform enforcement on the majority of the nation's recreational waterways.

After a round of general comments and observations on the current boating safety scene, the Council adjourned to the hotel beach for a hands-on demonstration of sailing surfboards.

Book Review

Boating for the Handicapped

"Safe Boating" does not ordinarily review books, but one has come to our attention that we feel will justify a variation from our normal policy. The book is "Boating for the Handicapped" by Dr. Eugene Hedley of the Human Resources Center in Albertson, New York.

"Boating for the Handicapped" is a book that is designed for people with physical disabilities who would like opportunities to join the fun of recreational boating. It should also prove quite useful for professionals in rehabilitation and recreation to aid them in widening the scope of activities open to handicapped people.

The book gives extensive coverage to safety afloat and emergency procedures for the handicapped. These chapters should be a real eye-opener for those who feel that boating would be too dangerous for most physically handicapped people. Most of the precautions are only slightly more stringent than those used by the average smart boater.

Access to, and special equipment for recreational boats are attacked in a very reasonable and common sense manner. The main point seems to be that with a modicum of good planning and a relative minimum of fuss, most boats can be used by physically handicapped people. There is even a section that evaluates different types of boats for use by handicapped people.

All in all, it would be an excellent book for any handicapped people who have thought they would like to go boating but felt the obstacles were insurmountable. As an example of Dr. Hedley's attitude toward the possibilities of recreational boating for the handicapped, there is a section in the book printed in braille for the unsighted reader.

"Boating for the Handicapped" was developed under a Coast Guard grant to the Human Resources Center. According to Rear Admiral B. E. Thompson, Chief of the Office of Boating Safety, "As conditions and facilities for the physically handicapped boater improve, the number of handicapped boaters will obviously increase. The work being done by the Human Resources Center will help ensure that the handicapped boater can enjoy the sport safely."

Copies of "Boating for the Handicapped" are available from the Human Resources Center, I.U. Willets Road, Albertson, New York 11507. While the Coast Guard grant covered the cost of printing a limited number of the books, an unforseen demand for the publication may necessitate a small charge.

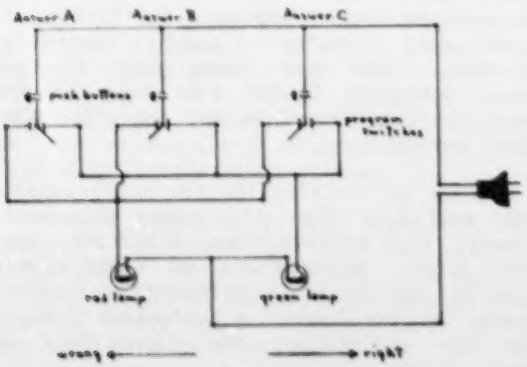
How to:

Build a QUIZ BOX

Some of the Coast Guard units already have them, but we have received inquiries about how to build or where to buy an electronic "QUIZ BOX" for use at boat shows and demonstrations. The following instructions tell how to build and wire a gadget that can be re-programmed at will to take a different multiple choice type quiz.

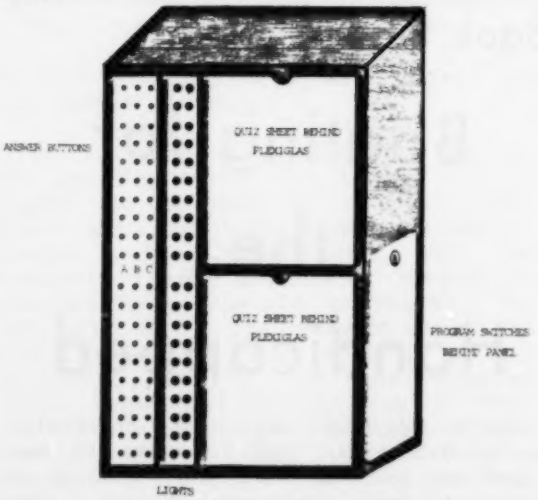
For each question to be answered on the "QUIZ BOX" you will need two indicator lights (red and green for right and wrong?); as many "make contact" pushbuttons as you offer choices on the test (three will do but four gives more latitude); and the same number of double pole, single throw switches as you have pushbuttons (for programming).

The following diagram shows how to wire each question-answer set. You will need to wire up a set like this for each question you put on your quiz. As a variation, all the "wrong" answer sides of the program switches could be wired to a buzzer and the "right" sides wired to a bell.



To program the "QUIZ BOX" you throw all program switches to the left or "wrong" position. Then, using the quiz questions, you throw the correct answer switch (A, B, or C) to the right. In the wiring diagram, Answer A program switch is in the "right" position. This results in Answer A pushbutton giving a green light and Answers B and C pushbuttons giving a red light. The programming switches give two advantages over non-programmable systems. First, they make it possible to change the quiz and vary the order of correct answers in any way you choose. Second, by making the answers changeable, it becomes impossible to "learn the box", that is, the order of correct answers regardless of the questions.

When making the housing of the "QUIZ BOX" you should include a place for the quiz questions to be posted above or beside the answer buttons and the program switches should be hidden in the side or back of the box to prevent tampering. The finished case might look something like this:



For units that would like to have a gadget similar to this but have no personnel to build one, you might contact ATKINS & MERRILL, Training and Equipment Division in Tulsa, Oklahoma, phone (918) 622-0700. They make a "QUIK-QUIZ BOARD", which will do the same job as the "QUIZ BOX" described above.

Equal Time

How to Be a

BOATING MENACE

Boating authorities are always giving out information on safe boating practices to the public. Well intentioned and responsible boaters usually listen to the advice and try to follow it.

But what about the bad intentioned and deliberately irresponsible boater? Who gives him advice on how to become a real boating menace? Until now, no one has even tried to guide him so, in the spirit of fairness, here are 15 tips to guarantee that anyone can become a true monster on the water.

1. Don't bother to learn the rules of the road. You've been driving your boat for a whole year with only three collisions.

2. That stuff about sharp turns at high speed causing boats to capsize is a lot of bunk. The Coast Guard likes to exaggerate and nothing can happen to you.

3. Don't worry about 11 people and a Great Dane overloading your boat. After all, the boat is 12 feet long and they can all fit in if they stand up.

4. Want to give your waterskier a thrill? Tow him under a bridge right next to the pilings. As soon as he gets out of the hospital he will tell you how exciting it was.

5. Don't turn off a collision course until the other guy does. You can't let other people push you around.

6. Don't worry about having Coast Guard approved life preservers aboard. If one of your kids falls overboard he can grab a piece of driftwood or something.

7. Don't worry about checking your boat before you launch it. You probably put in the drain plug and that must be rainwater down in the bilge.

8. That 100 horsepower outboard motor isn't too much power for your 12 foot boat. The dealer was just trying to scare you into buying a bigger boat.

9. You don't have to get out of the way of that barge captain. Let him get out of your way. After all, it's not his river.

10. Next time you see a waterskier, drive your boat right up behind him. It's a real kick to see the look of terror on his face as he looks back at you.

11. There may be a lot of boats around the launch ramp. Don't let that stop you. Come in full bore. Show 'em you're a real tiger.

12. If you see some guy sitting out in a fishing boat, wash him down. He'll enjoy being cooled off.

13. Don't pay any attention to that underwater obstruction marker that the Corps of Engineers put out. What do they know?

14. Why sit in the seats of your boat and get them all messed up? There are plenty of other places to sit; like the transom or the gunwales or, best of all, the bow.

15. Taking your portable gas tanks out of the boat to fill them is a waste of time. Leave them in the boat. So you spill a little gasoline in the bilge. It will dry up eventually.

Following these tips can make you into a real boating monster. And, if you survive, don't worry about the hospital or mortuary bills or the boating law violations that you've received. You'll probably be able to pay them off, -- someday. --

Move Over, Lloyd Bridges

Compliments of Robert Barkin - The Washington Post

Project SEA HUNT

Story by Ensign R. E. Winter, Coast Guard Office of Research and Development

How would it feel to be rescued after drifting at sea for days? You've been waiting and watching, hoping that the next plane will see you, despairing when it doesn't. Finally, a U.S. Coast Guard helicopter sees you and turns, flying straight to the rescue, and you, you are anxious to thank your rescuer--until you find out that it's a pigeon!

That may happen. The Coast Guard is now training the birds for search and rescue. Yup! The they're the common, "statue in the park variety" pigeon, Ol' Columba livia. In Honolulu, Hawaii, with the help of the U.S. Navy and Marines, nine pigeons are being trained at the Naval Ocean System Center to spot international orange objects and to notify a human of the sighting. Project code name: Project SEA HUNT.

But why SEA HUNT? And why pigeons?

"We found in some tests we made a few years ago," says SEA HUNT project officer at Coast Guard Headquarters, LTJG Phil Sirois, "that the trained birds could detect a target on the first pass about 90 percent of the time. In about 84 percent of the runs, the pigeons spotted the target before their human pilots did."

Three trained pigeons ride in a plexiglas pod beneath a Coast Guard HH-52A helicopter, each bird having a full 180 degree view of the sea below. For the tests, the helicopter flies out to sea, drops an orange sphere, and flies away. Turning back, the HH-52A speeds the pigeons and people back toward the simulated life-jacket. When one of the pigeons spots the target, it pecks a switch, activating an indicator inside the cabin. This tells the crew both which direction to turn to find the sphere and which pigeon gets the food reward.

Pigeons

And compared to the humans' 38-percent score for first-run sightings, the pigeons tallied up 90 percent!

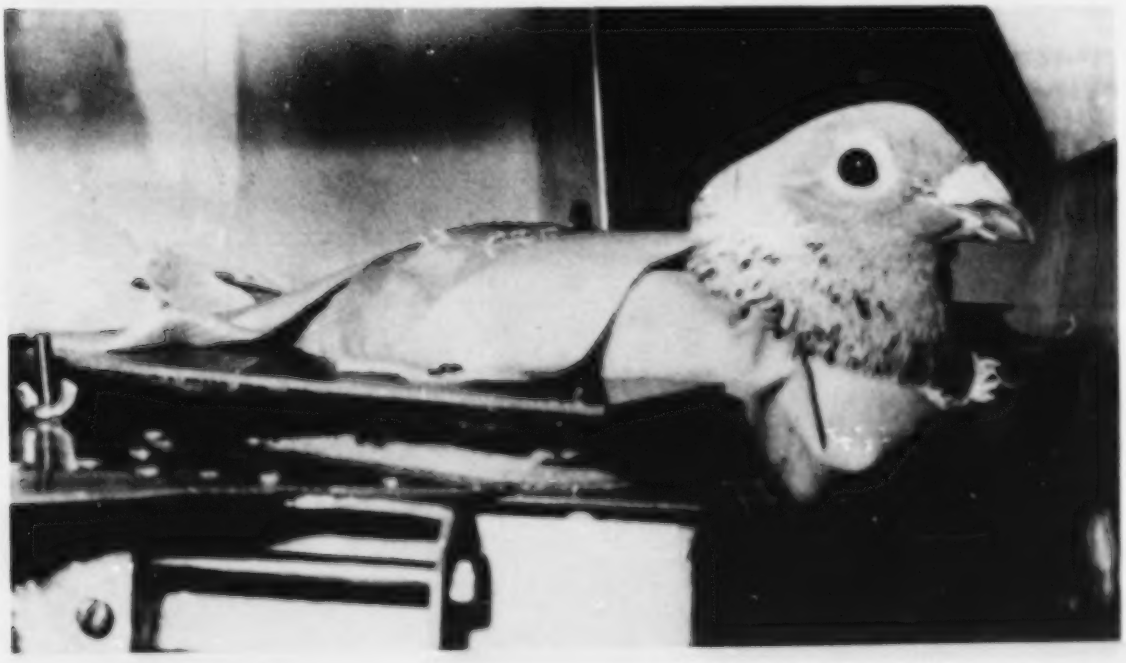
Unfortunately, the program does suffer an occasional setback or two. First, there is the mixed problem of public relations. The first reaction of most people upon hearing about SEA HUNT is a sort of humorous disbelief. --"How cute! A rescue squab!" "Rescued by a pigeon? That's funny! But seriously, now . . ."-- That attitude seems to brim over into the area of budgeting. Hence, SEA HUNT has, in the past three years, received funding from the U.S. Navy, Marines, and Coast Guard, but continued support is shaky and shifts from agency to agency. This year, the Coast Guard is carrying most of the ball.

Then, despite the fact that pigeons have been shown to have keen perception and long attention spans, few people are willing to assign the birds to important tasks. With training, the birds are able to sort through thousands of electronic parts or medicinal capsules, to spot and identify the few defects. However, there seems to be a psychological block to taking vitamins from a bottle marked "Inspected by Pigeon 14," and the same qualm seems to extend to trusting one's life at sea to the abilities of a bird, no matter <u>how</u> much better the pigeon scores over humans.

The final, and major, setback happened last year. As three of the pigeons and their crew were out searching for a missing boat, the helicopter ran out of fuel and made a forced landing in the water. The pigeons, encased in the pod beneath the chopper, couldn't make it out. As Jim Simmons, project director in Hawaii, commented sadly to the press, "It was a totally unexpected and definite loss."

Fortunately, interest ran high enough for the program to continue. Early in 1979, ten new pigeons were recruited from off the park statue, and training began again.

Search and rescue pigeon-in-training practices his "eagle eye".

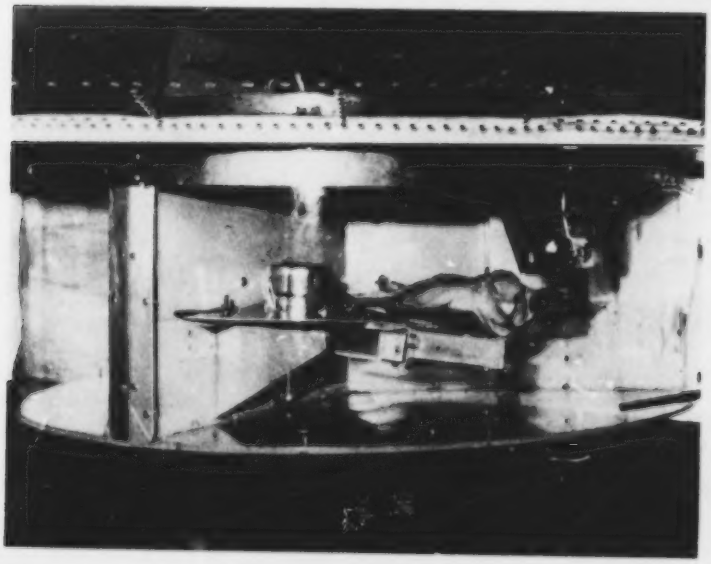


Pigeons

Training pigeons can be a long and tedious process. First, the pigeons must learn to respond in the proper way. It's a simple lesson, and soon they learn that each time they peck the response button, a little bit of corn appears in their feed cup. Next, they must get used to the small, plexiglas-fronted cubicle that will be their center of operations. The "pigeon hole" isn't quite like home, since it is subject to increasing noise and vibration in order to acclimate the birds to the helicopter.

Then comes the time-consuming task; to train the pigeons to respond to the "International Orange" color whenever it appears in front of their window. Here the training becomes more individualized, as pigeons can be as individually different as humans. Some pigeons learn faster than others, some don't learn at all; so far this year, one pigeon has been retired to the park bench.

With simple color recognition learned, a mechanical buoy is then used to show an orange flag while floating in front of the pigeons' window -- first while close, then at progressively greater distances. Slowly, the pigeons develop an eagle eye when it comes to spotting the flag, their final distances range around two thousand yards.



(Above) Pigeons are monitored by an air crewman during in-flight tests.

(Left) A close-up look at an official U. S. Coast Guard pigeonhole.

Pigeons

Finally comes the flight test. It is here that the pigeon learns that there is more to search and rescue than pecking at the sight of little flags. The targets change to surfboards, beach balls, and life preservers. The elements of motion and altitude are introduced, and then -- graduation.

"It is difficult to imagine a pigeon being useful," says LTJG Sirois, "if all you remember is the pigeons you see in the park, fighting over a piece of popcorn. But try thinking of each bird as a living microcomputer, with highly specialized vision and a programmable memory. That's closer to the truth, and it's easier to accept.

"Once a pigeon is trained to know that it won't get fed until it sees a man in the water, that pigeon will spend its life looking for a man in the water. We treat them well, keeping them healthy and hungry. And as one Coast Guardsman put it, 'They're too dumb to get bored.'"

When will you be seeing pigeons mustering with your local Coast Guard helicopter crews? "One crew of trained pigeons should be ready for SAR duty in Hawaii by April of this year," states LTJG Sirois. And so, it's just a matter of time before simple pigeons provide cheap, effective, and friendly assistance to Coast Guard search and rescue.

On the job -- suspended from the bottom of the HH-52A helicopter, the three-pigeon observer team prepares for another day of testing. *U. S. Coast Guard Photo*

University of Rhode Island

International Hypothermia Conference

National attention has been focused on cold water survival techniques and first aid for cold water victims by the University of Rhode Island Marine Advisory Group and the U.S. Coast Guard. Recently, these two groups brought together over 200 top experts and other practitioners in this field from five countries at an International Hypothermia Conference held at the University of Rhode Island.

"Annually over 8,000 people drown in the U.S.. Although alcoholic intoxication and inability to swim are recognized factors contributing to these deaths, in many of these drownings the unrecognized killer is hypothermia caused by cold water. In any water temperature below that of the body, hypothermia can occur," explains Neil W. Ross, marine recreation specialist with the URI Marine Advisory Service.

Hypothermia is the internal cooling of the body which is caused by exposure to cold air or water. Lowering of this temperature to the 70 degree fahrenheit range can result in death. Hypothermia has caused deaths for centuries and almost everyone has at one time or another suffered from at least a mild case of it. Hypothermia has been recognized as a leading cause in cold water drownings and, most recently, as a contributor to deaths among children and the elderly.

"Current research into hypothermia, particularly into its role in cold water drownings, has pointed out that many former rules about the treatment of hypothermic victims need to be changed. This conference began the development of standardized techniques based on these new discoveries on the body's reaction to cold," Ross said.

Surfacing from the conference were some general guidelines in recognizing and treating hypothermia. Since glass thermometers in common use only go down to 94 degrees and these also measure the surface body temperature rather than the critical internal temperature, the experts recommend also relying upon observation of the victim's behavior and administering simple tests.

If someone is shivering or says he feels extremely cold but can still think clearly, he is probably suffering from only mild hypothermia with a body core temperature above 90 degrees.

If the victim is stumbling, appears drunk and cannot answer simple questions or count backwards, it is likely that profound hypothermia has set in and his body core temperature is below 90 degrees.

For mild hypothermic victims, the recommended treatment is to insulate the victim from the cold. A warm drink, while not greatly adding to the increase of the body core temperature can still make the victim begin to feel warmer while the body is recovering.

In severe hypothermia, victims are unable to defend themselves from the cold and someone else must take charge. The person should be insulated or moved out of the cold environment and gentle heating such as trunk to trunk body rewarming or hot water bottles can be applied to stop further cooling. "You can risk a heart attack if the victim is excessively jarred," Ross explained, "so great care should be taken in moving or transporting a victim."

Hypothermia Conference

Treatment should not be stopped once a victim says he begins to feel warm again. According to Ross, "Since skin temperatures rise more quickly than internal temperatures, the victim will start feeling better much sooner than the core temperature has risen, so it is essential that time be provided to ensure the internal warming has occurred."

If the victim is unconscious, the tracheal airway should be checked to see that the passage is clear and the victim's pulse should be taken. Many conference participants believed that only if there is no sign of a pulse, no matter how slow, should cardio-pulmonary resuscitation (CPR) be applied. Ross emphasized, "In the light of the view that the body is in a "metabolic icebox" state where body processes are slowed but not stopped, the proper use of CPR is unclear. This question of when to use CPR is one that all agreed needs to be resolved in the near future."

Ross points out that the best protection against hypothermia is the wearing of thermal protective clothing and a personal flotation device (PFD). These measures help insulate the body from the cold and keep a person from using energy to stay afloat rather than to fight off the cold. Shoes and clothing should not be removed as the air trapped in them also provides buoyancy and insulation.

If possible, you should try to get out of the water, either by climbing aboard an overturned boat or by swimming to safety. However, since swimming is one of the fastest ways to lose heat, safe refuge should be very near before you try to swim for it.

If a person can not get out of the water, Ross suggests other procedures to follow. For a person wearing a PFD, he recommends floating upright, keeping the head and neck out of the water, legs crossed and arms held against the sides of the chest. This open fetal-like position, called the Heat Escape Lessening Posture (HELP), was developed by Canadian researcher Dr. John Hayward. He found that "drownproofing", a traditional method of staying afloat, loses significantly more heat from the body's vital areas.

When several persons are thrown into the water, Dr. Hayward maintains they can increase their survival time by huddling vertically with their chests pressed tightly together to share body heat.

If someone is faced with providing first aid for a cold water victim, Ross emphasizes that the major point to remember is to "rewarm from the inside out". "When someone is pulled out of the water, their body's internal temperature will continue to go down until warmth penetrates inside to reverse the trend. The goal, therefore, is to apply gentle heat to areas where the body wall is thin and the heat will penetrate the fastest such as the chest, belly or neck," he says.

Take the victim's wet clothing off and wrap his head, neck and trunk with a blanket or other covering. Then gentle heat should be applied externally to the body covering, either with a heat pack, hot water bottles, or even pouring warm water over it to stop further cooling. Food or drink, especially alcohol, should not be given to the victim until the person is fully conscious. Since complications can set in, the victim should be taken to a medical care center as soon as possible.

In cases where victims appear close to death, there is still a chance to save them. Recent advances in reviving cold water victims have indicated that people who exhibit signs of death can sometimes be successfully revived under proper medical treatment. Don't ever give up on a victim until he is known to be both warm and dead.

According to Ross, "Basically, the key to cold water survival is simple: think survival if you are the victim and think revival if you are the rescuer."

Additional information on hypothermia and its treatment can be obtained by writing for the technical proceedings of the conference or a hypothermia handbook. Both will be available at cost later this year from the URI Marine Advisory Service, Narragansett Bay Campus, Narragansett, RI 02882

Photo by PACM R. Guba, USCG Headquarters

SEA Salutes the Coast Guard

In a special salute to the U. S. Coast Guard, James M. Byrne, publisher of SEA Magazine, presented a commemorative plaque to the Commandant, Admiral John B. Hayes, in a ceremony at Coast Guard Headquarters in Washington, D.C.

SEA, which is one of the first boating magazines to formally recognize the Coast Guard, has devoted its February issue to the contributions of this service to the recreational boating community.

SEA Magazine is published in four separate editions to provide specific coverage for the Eastern, Southern, Inland and Western regions of the country. Through this unique editorial approach, SEA's February issue offered its readers features on local Coast Guard events, services and boating education efforts, in addition to Coast Guard related articles of national interest. In preparation for the issue, Editor Harry Monahan worked closely with the public affairs office of the Coast Guard.

The largest general interest boating publication with a circulation of more than 163,000, SEA is published by CBS Publications, a division of CBS Inc.

How Much is Enough?

When shopping for a new fiberglass boat, you might naturally ask the salesman, "How many layers of glass in the hull laminate?" The answer isn't easy, since boat builders must consider many things when choosing a layup schedule. Glass fabrics come in a surprising variety of weave styles and weights.

Naturally, a hull made of four layers of mat (this is a glass cloth with a non-woven, felt-like appearance) weighing three quarters of an ounce per square yard will not be as thick or as tough as one made of one and a half ounce mat. After many years of working with boat builders, the experts point out that you could give the drawings of a new hull to several reliable fiberglass experts, and each might come up with a different formula for a suitable laminate for that particular hull. And each of these differing layup schedules would produce a good, strong hull. It is part science and also part art, like using a combination of recipe book and intuition to bake a prize winning pie.

Thus, each boat tends to be an individual situation. Of course, length, weight, power and speed have to be considered. But, by themselves, they cannot produce a final answer. Hull shape must also be considered. Large, flat areas flex and vibrate more than curved areas. Adding more layers of cloth is one way to stiffen flat areas. It can also be done by using core materials, internal stringers, and even spray rails and lifting strips. Even the zigzags of imitation lapstrake styling can stiffen fiberglass sides.

So consider all construction aspects, not just hull thickness, when making your evaluation of a new fiberglass boat.

A.C.A. Workshops Planned

The American Canoe Association will be holding Instructor Training Workshops around the country throughout the coming boating season. The training program has two basic objectives.

The first objective, to train and certify instructors of canoeing and kayaking, is satisfied through the ACA Instructor Training Workshops. Trained, interested and capable ACA Certified Instructor Trainers communicate to the participants the current teaching and training skills which have been developed through the combined efforts of the American Canoe Association, the American Red Cross, the Coast Guard, Canoeing Clubs, the Instructor Trainers, and the participants themselves. Successful completion certifies the participant as an American Canoe Association Canoe or Kayak Instructor who is competent to teach and lead beginning and novice paddlers on whitewater up to the Class II level of difficulty.

The second objective, to provide good, safe basic whitewater instruction to those who desire it, is satisfied when these certified instructors conduct basic river training courses for the public.

Instructor Courses have been scheduled for 1980. For information as to place and time, contact: Bunny Johns, Training Committee Chairman for the American Canoe Association, Star Route, Box 68, Bryson City, NC 28713.

Reserve - Auxiliary Make a Team

By PA2 Dick Wehn, Fifth Coast Guard District Boating Safety

In historic Richmond, Virginia, there is a group of people that exemplify the spirit that made America great. They are willing to go anywhere and tackle any obstacle to help people who are in trouble on the water.

Although the people belong to two organizations, the Coast Guard Reserve and the Coast Guard Auxiliary, they are dedicated to the "One Service" concept. Together, they provide Richmond with a trained and equipped team that is on call 24 hours every day of the year.

Chief Boatswain's Mate Warren Eib of Coast Guard Reserve Unit Richmond says, "We try our best to say yes to everyone." A good example was in 1977 when the tank vessel Marine Floridian demolished a section of the Benjamin Harrison Bridge on the James River. In the midst of much confusion, the Reserves and Auxiliarists responded with four boats and more than 30 people. They quickly helped set up a temporary vessel traffic system and they maintained a security zone so that repair work could proceed without interruption.

Initially, two Coast Guard vessels responded to the emergency, but by nightfall they had departed, leaving the Reserve-Auxiliary team to handle the operation. The team provided logistic and communications support for the Coast Guard's Atlantic Strike Team and local police divers until normal operations on the river could be resumed. One might say that people naturally work together during an emergengy, but the cooperation between the Reserves and Auxiliarists in Richmond reaches far beyond the immediate situation of an emergency.

During the boating season, the Reserve Boating Safety Detachments and the Auxiliary Flotillas patrol in tandem. Both patrol the same area, one boat going north and the other going south. They each do their safety patrols and, if either boat needs help, they can summon the others from nearby. In fact, one weekend the Auxiliary boat broke down and the Reserve boat towed them to the marina. The following weekend, the same Auxiliary boat had to tow the Reserve boat into their marina. That's poetic justice.

Another way they handle the safety patrols is to augment the Reserve crew with an Auxiliarist, and vice versa. By combining the capabilities of each unit, these joint patrols provide a complete, compact unit that can handle almost any situation. The public sees that both outfits are working together to achieve a common goal.

This cross-utilization is also used in training. When the Reserve unit conducts its Boarding Officer training, Auxiliary examiners take the course. During the portion of the course dealing with the Auxiliary, a local Auxiliarist does the instructing. In return, the Reservists help the Auxiliary flotillas with Public Education courses and member training.

One of the keys to the successful operation of this complicated network of dedicated people is the Coast Guard Auxiliary radio station. Charles Smith and his wife Sharon operate one of four units in the Richmond area. Mr. Smith says, "Chief Eib helped set up this unit.

Reserve Auxiliary Team

We took an unused boat antenna and set it up on the roof of the house. Power is supplied by a car battery attached to a charger from the house current. That way, we have continuous broadcasting ability, even in the event of a power outage. I have speakers in the kitchen and the den, so the radio can be monitored at all times."

In an emergency situation, Smith or Ashby contacts Chief Eib and others by radio or telephone. As the volunteers approach the scene, they are aware of the complete situation through their constant contact with the Auxiliary radio station.

Smith has a scanner that monitors Coast Guard, commercial shipping, and local police radio, as does another Auxiliarist, Ken Ashby. The two now plan their daily schedules around each other so that one of them is always near the radio. The only bad thing according to Smith is not seeing what is going on at an emergency scene.

An interesting side benefit of this radio facility is that the Auxiliary station can talk to the commercial tugs that ply the James River to check on any unusual activity. In the spring of 1979, the Sea Cadet vessel, America I, was enroute to Little Creek, Virginia from Richmond with 20 teenagers and three adults aboard. There was a tornado watch in effect and the weather was getting foul. When America I did not arrive on time, the harbormaster at Little Creek called Coast Guard Group Hampton Roads. Charles Smith overheard the radio call and asked if he could help. After getting particulars on the vessel, Smith contacted the tugs on the upper James River. Each tug relayed the notice to the next downriver tug. In a few minutes, the bridge tender at Newport News reported that America I had just passed under the bridge. They were having radio trouble but were making good, if slow, headway toward Little Creek. The tugs relayed the good news to Smith who contacted Group Hampton Roads. The whole process took about 15 minutes and saved launching several search and rescue facilities.

More recently, in September 1979, the Richmond Reserve-Auxiliary team responded to a call from Coast Guard Group Hampton Roads that a young woman was clinging to a tree in a flooded area of the Appomattox River. Surrounded as she was by a raging river, dense swamp and high trees, all rescue attempts had proved futile. In all, 25 local, state and federal agencies responded to the emergency.

After surveying the situation, Chief Eib requested a Coast Guard helicopter from Elizabeth City, North Carolina. Charles Smith, at the Auxiliary radio station relayed the message and heard the reply, "Everything's flying on SAR already." One of the cases, however, was a search for a body, so according to Chief Eib, "I told them that if they continued their search for the body, they would lose the woman for sure. Her only hope was a Coast Guard helo."

The helicopter was diverted and radio contact was made with Smith as it neared the scene. The workload was so heavy at District Rescue Coordination Center that control of communications on the case was turned over to the Auxiliary radio station manned by Smith and later, Ken Ashby. After some fantastic flying by the Coast Guard pilot, and intense cooperation among Reservists, Auxiliarists and the local authorities, the woman was saved from certain death in the flood and transported to Petersburg General Hospital. Thanks, once again, to the Reserve-Auxiliary team another fatality was avoided.

Their dedication to the "One Service" concept and the willingness to go anywhere to help anyone has made the team of the Reserve and the Auxiliary an unbeatable one. In recognition of their efforts, Reserve Unit Richmond was awarded the Reserve Officers Association Congressional Award. As the award states, "...awarded to those units who most exemplify military and civil readiness in the Coast Guard Reserve." Whether it be for an oil spill, a boat fire, or a person stranded on a rock, the Coast Guard Reserve-Auxiliary team of Richmond, Virginia will be ready and waiting to be called upon in the future.

N.M.M.A. Boating Community Award

Berkeley Marina Honored

Berkeley, California, a city of just over 100,000 across the bay from San Francisco, has been chosen by the National Marine Manufacturers Association to receive the annual Boating Community Award. The award, recognizing outstanding recreational waterfront facilities improvements, will be presented this spring.

Berkeley's marina was begun in 1939 under the Works Progress Administration, but it wasn't until the 1960's that the basin was designed and dug out into its present configuration. Then mayor, Claude Hutchinson obtained state loans to develop the marina, and a waterfront advisory board, now consisting of nine members, proposed plans for parks and walkways in addition to docks and ramps to accomodate a new surge of boating activity in the bay. Additional berths were added in the 1970's.

The city now provides 975 berths at the Berkeley Marina, space for 38 visiting boats, dry storage for 90 boats and 40 skiffs, four parks, free parking for 1,600, a fishing pier used last year by an estimated 300,000 people, and a number of private concessions providing services to over 60,000 boating participants each year.

Three restaurants provide panoramic views of the water. Sailboat rental and sport fishing fleets operate out of the marina. A sailing club, with 450 members, that is associated with the University of California and a 250 member private yacht club call Berkeley Marina, home. Local businesses all are prospering.

And the progress continues. A new boat repair/chandlery with facilities for 50 boats in the water and space for 75 repair stalls is scheduled for completion this June. North Waterfront Park, built on 90 acres of landfill north of the basin, is under construction and will be developed in phases over the next several years.

Several programs have been directed to the youth of the community during the last year. The Berkeley Adventure Playground, part of Shorebird Park, has a rope swing, a cargo net for climbing, dirt piles, wood scraps and hand tools, all less usual than most playground facilities, but proving surprisingly popular with the youngsters. Two annual children's fishing derbies, a Sea Adventure Program through the Sea Scouts, and the tidal pool marine life during summer camp time, are also popular.

The City of Berkeley was chosen by the boating trade association from communities that submitted entries describing the new developments in their physical facilities, boating education, and boating promotions.

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ABOUT THE COVER: Refugees from Cuba flocked to Key West in this summer's exodus. Here Cubans are brought to the U. S. aboard a Coast Guard cutter after having been rescued from their own disabled boats. U. S. Navy Photo

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Rear Admiral Harold W. Parker Jr. . . . . Chief, Office of Boating Safety
Commander Neal Nahon . . . . . Chief, Information & Administrative Staff
Lieutenant (jg) Ray A. Ehart . . . . . Chief, Boating Information Branch
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I Add How Much to What?

3.785 liters equals one gallon. So, who cares? If you buy gasoline, you probably will. If you own an outboard motor and mix your own fuel, you definitely will.

In 1979 the retail price of gasoline went over $1.00 per gallon. 90% of the gas pumps in the country had maximum computing capacity of 99.9¢ per gallon. "Half-pricing" has been allowed by many state authorities as a temporary solution; however, in the opinion of many, it caused hardship on both consumers and retailers. The issue was raised whether the potential existed to gain a national savings for consumers by converting gas pumps to dispense by the liter. It was found that converting to liter dispensing appeared to be the least costly permanent solution and could save approximately $100 million in equipment replacement costs.

Since mid-1979, some fuel retailers have been voluntarily converting to liter dispensing. To date, a number of small and medium size retailers, as well as two major oil companies are converting to liter dispensing. Currently, about 6,000 service stations in 46 states sell by the liter. This number is expected to increase in the near future as the companies continue their conversion programs and as several states require the discontinuation of "half-pricing". By the end of 1984, all "half-pricing" will be illegal and it is expected that most gasoline will be dispensed by the liter.

For the outboard boater who mixes his own fuel this means that he will have to be able to convert liters to gallons to find the proper amount of oil to mix in with his gas since no move has been made to sell motor oil by the metric system. If the proper fuel-to-oil mix for his outboard is 50-to-1, as is most common, to get about five gallons of outboard fuel he would have to mix 12.8 ounces of oil with 18.9 liters of gas. Are you confused yet?

Probably, the easiest way to mix fuel will still be to buy the ready-measured cans of outboard motor oil sold in most marine stores. They are measured to go with six gallons of gas, which is how much the standard portable outboard fuel tank holds. The only difference will be that you will mix one pre-measured can of oil with 22.7 liters of gas to get a full tank. If that is too simple, you can always remember that there are 33.8 ounces to a liter and can compute how much oil you need by converting liters to ounces and working from there.

As long as both systems, English and metric, are used you can expect to have a certain amount of confusion when trying to get them to come out even. Possibly the easiest way to solve the whole problem would be to buy a metric measuring cup and add two milliliters of oil to each liter of gas, thereby giving you the simplest way to come out with the proper 50-to-1 mix.

Metric measurement is coming, so we all might as well get used to it. Once you have the conversion problem solved it is a lot simpler than the English system. Remember all the trouble you had in school? 16 ounces in a pint, 2 pints in a quart, 4 quarts in a gallon, so how many ounces are there in a gallon?

Fuel Economy

Nothing New to Marine Engine Makers

Currently, imported automobiles account for about 22 percent of the domestic market. This trend clearly puts fuel economy at the top of America's most wanted list. It may be that the future success or failure of auto companies, foreign and domestic, will depend upon the fuel efficient virtues of each engine, commercial and recreational, gasoline and diesel.

Unlike Detroit automakers hit hard by the energy crunch, and by the "big car" syndrome that catered to the ego and not energy, the marine engine industry has been consistently undergoing an evolution favoring fuel economy. The evolution goes back to the days of white bucks and bobby socks, when big back seats were the name of the game. At that time, outboard power plants had already started shrinking with the introduction of the more streamlined designs and lighter alloys, and the term "downsizing" was becoming a household word. Even the inboard/outdrive engines of the late fifties, which were marine versions of the automobile engine, were undergoing fundamental changes, not necessarily downsizing, but certainly significant alterations in fuel efficiency that gave more power with a minimum of exertion.

In 1979, 58 million Americans went boating, and an estimated one million are joining the ranks each year. Of these boatmen, nearly eight million own outboard engines, 1.3 million own inboard gasoline and diesel engines and 720,000 own inboard/outboard or stern drive units. With statistics like these, it's no wonder that innovative fuel conservation efforts by this billion dollar industry go back well over 20 years.

Manufacturers cite several key factors in outboard developments. Evinrude, Johnson and Mercury, the leading outboard motor manufacturers, revealed several improvements in the mechanical design of yesterday's engines which resulted in the features and performance of today's smaller, quieter and stingier models.

One of the first was the switch to lightweight die-cast aluminum for the cylinder block, crankcase, head and manifolds. This took pounds off the engines, and added miles to their fuel consumption. The automotive companies have only recently converted from straight cast-iron engine parts.

Exhaust systems were tuned to recycle lost energy back into the engine for greater performance and fuel economy.

Today's improved fuel systems match carburetors to fit each model better, resulting in near perfect fuel distribution.

Fuel Economy

Outboard motors pioneered the breakerless ignition system for hotter starts and fewer misfirings. Distributors were dropped from the design altogether.

The production of stainless steel and teflon-coated propellers increased engine speeds by as much a three mph, therefore increasing the fuel vs. distance ratio.

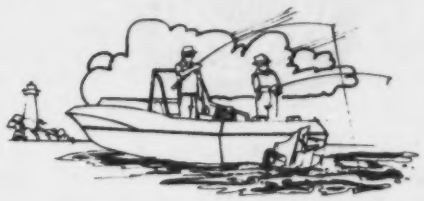
Finally, computer programming of the underwater propulsion, by calculating factors such as gearcase shapes and gear ratios in the workshop, provided for more finely tuned performances on the water, and eliminated the need for time consuming test runs.

The development of the outboard motor and the improvement of its fuel efficiency have not been limited to these major changes. In the past year, Evinrude has successfully completed test runs using a 20 percent alcohol additive in its fuel mixture without any noticeable loss in speed, rpm, acceleration, or other performance factors. Mercury Marine introduced a 300 hp V-6 outboard that offers an outboard power option to offshore boaters with better fuel efficiency than high range outboards have ever had. At the National Boat Show in New York, Suzuki International unveiled a small outboard with a oil-injection system, the first engine of its kind.

STERN DRIVES EXPERIENCED SIMILAR CHANGES AND GROWTH PATTERNS.

Stern drive power enjoyed a phenomenal growth during the last decade. While downsizing and weight elimination were not, until recently, prime goals of stern drive builders, efficiency was. As this form of propulsion became more efficient, so did its ability to move a given load with less fuel. These improvements were accomplished by matching gear ratios with improved propellers, more exacting carburetor calibrations and gear train efficiencies. And today, Detroit is downsizing the stern drive engine. The smaller V-4 engine is growing in popularity, and the V-6's are being used where the V-8's formerly held sway.

Stern drive units have increased in ownership by 200 percent during the seventies, and the stern drive companies; BMW, Chrysler, Ford, Mercruiser, OMC Stern Drive and Volvo Penta, are expanding their markets as never before.



Like their outboard and stern drive counterparts, the inboard gasoline and diesel engineers have been emphasizing size, weight and fuel efficiency. New foundry techniques have compacted the diesels into tight profiles with lighter alloys being the major component. The talk of the industry has been the switch to turbocharged engines, which use heat exhaust usefully, conserve energy, and increase horsepower.

Wrap all these engine styles together, address them to the consumer and a package of fuel efficient trends is ready for the eighties.

IN THE NEWS

AUXILIARISTS SAVE THREE

Four Auxiliarists, the Jim Clements and the Robin Smiths, returning through Resurrection Bay near Seward, Alaska from a six-hour SAR case, were alerted to a calamitous predicament for three boaters. Rushing their Auxiliary facility, "Lively Lady", to the scene, they found three boaters clinging to a sinking aluminum skiff. The water at the location was too shallow to bring Lively Lady any closer than a hundred yards from the sinking skiff so the Auxiliarists launched a rubber liferaft and battled seven foot seas and 30 knot winds to bring one of the men to their boat. The raft, with Clement and Smith aboard, then returned to the skiff and brought the other two men through the surf to the beach. Meanwhile, the women were "manning" Lively Lady, administering first aid and calling an ambulance to meet them at the dock. These brave actions earned for the men the highest award the Coast Guard can give Auxiliarists, the Plaque of Merit; and for the women the second highest award, the Operational Merit Award. All in a day's work for Auxiliarists? Not quite; they aren't likely to forget this day and neither are the three men they saved.

AUXILIARISTS SHARE UNIT COMMENDATION

Members of the Second Coast Guard District Auxiliary joined a select group of Auxiliarists who have earned Coast Guard Unit Commendation ribbons.

This award was given to Boating Safety Team (BOSTEAM) Two for meritorious service in support of the Presidential Security Detail during President Carter's trip down the Mississippi River. By augmenting the BOSTEAM's efforts, these Auxiliarists, under a recent authorization, also earned the Unit Commendation ribbon.

RICHARDSON AUXILIARY EXHIBIT UNVEILED

Commodore Paul B. Richardson, elder statesman of the Coast Guard Auxiliary, was given still another honor when the Auxiliary display in the Coast Guard Academy Museum in New London was designated as the "Commodore Paul B. Richardson U. S. Coast Guard Auxiliary Exhibit". Commodore Richardson was on hand when Coast Guard Commandant, Admiral John B. Hayes, officially dedicated the exhibit on March 18th.

Commodore Richardson earned this honor for long and distinguished service to the Coast Guard and the Coast Guard Auxiliary. He served as District Commodore in the First Coast Guard District and was a leader in the establishment of the Auxiliary's national organization. However, this recognition was most especially for his devotion to the Auxiliary Academy Introduction Mission (Project AIM). For the past 14 years Commodore Richardson has headed this program which singles out qualified young people for an introductory visit to the Coast Guard Academy. Whenever there is a Coast Guard officer who discovered the Academy through Project AIM, there is a friend and admirer of Commodore Paul B. Richardson.

Flag Etiquette

FLY RIGHT!

Like word usage, yachting etiquette changes with the times and frivolous customs are discarded. Although there have been some changes in what is regarded as proper display of yacht "colors" or flags, a great number of traditions have not changed for hundreds of years and continue to demonstrate the respect and courtesy boatmen have for each other and for the boats that give them pleasure.

The American national flag should be displayed on recreational boats from 8 A.M. until sunset at the stern staff while at anchor or in port. Underway, power boats should display it at the stern staff or at the gaff if there is one. On sailing yachts under sail or power it is accepted practice to display the national flag at the stern staff. Some traditionalists display the ensign on marconi rigged sail boats two-thirds of the length of the leech above the clew on the aftermost sail; and on gaff-rigged sails, at the peak of the aftermost sail. National colors should always be flown when entering a foreign port or meeting another vessel at sea.

The yacht ensign, probably the most misused flag, is sometimes flown in place of the national flag. Instead of the red, white and blue, thirteen stripes and fifty stars, it has thirteen stripes and a fouled anchor surrounded by thirteen stars. It is properly displayed by documented boats, but never in foreign waters. The yacht ensign has no international recognition.

The third national ensign, the union jack, is usually flown for dress. The rectangular blue flag with fifty white stars on its field is displayed at the bow or jackstaff by sail or power boats at anchor and on holiday occasions. The union jack is never flown underway.

Club burgees are flown when the national flag is displayed at anchor or underway. On single masted power boats it's flown on the bow staff; on single masted sail boats it's flown at the truck, the top of the mast, and on multi-masted boats, at the foremost truck.

An owner's private signal, or house flag, is flown at the truck. On boats with two masts it is flown at the aftermost truck and on boats with more than two masts, at the main truck. It is also displayed on single masted sailing vessels in place of the club burgee. While racing, it may be flown on the leech of the single masted mainsail. Private signals, which can be any shape and design, are listed in the North American Yacht Register as a means of record and for identification. There are over 4,000 private flags listed today.

All boats visiting another country should fly a "courtesy flag", the merchant flag of the country being visited. This should be displayed at the foremost starboard spreader underway and at anchor or, for mastless vessels, at the bow staff.

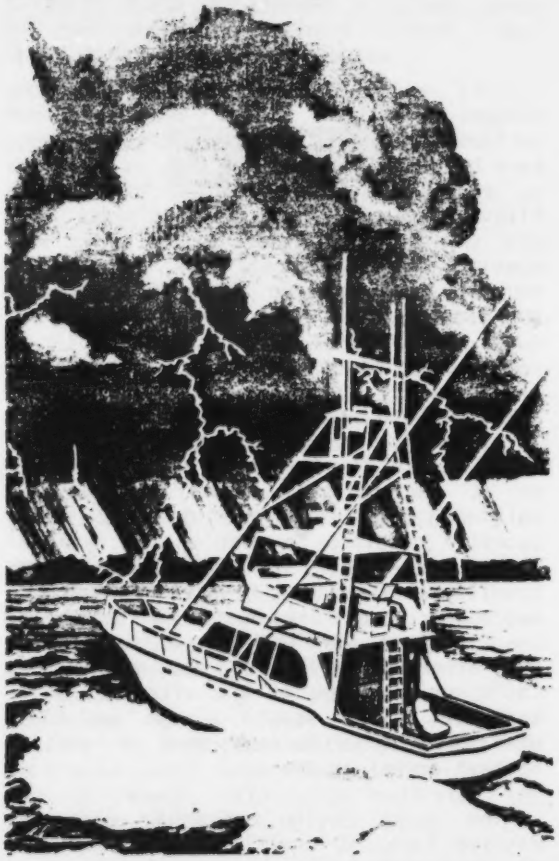
In addition to these and international code flags, used for dress, there are a number of recognized special purpose flags. A red square with a diagonal white stripe indicates that a boat is accompanied by divers; sport fishermen often indicate their catch; a blue flag with a white diagonal stripe means guests only are on board; a horizontal red, white and blue striped flag signals for club tender transportation; a solid red flag signals racer protest. The Power Squadrons, Coast Guard Auxiliary and other organizations have flag signals and club officers often have special flags.

As every old salt can tell us, the observance of flag etiquette is as important as using the correct nautical terminology and denotes a knowledgeable skipper.

Weather Trends

Why Is It Always Windy on My Day Off?

by JERRY PARDUE



According to the typical pleasure boat owner, a small craft is a boat smaller than his own. At the National Weather Service (NWS), they don't specifically say; for sure, nothing above fifty feet is a small craft. Below that figure, it's hard to say just what boats the warnings apply to; so much depends upon the seaworthiness of the boat, the skill of the skipper, and the waterway in which it is operated.

In an attempt to make the cautionary advices more useful, NWS at Miami some years ago tried an experimental sort of warning. The forecasters defined "Condition One", "Condition Two", and so on up to "Condition Five". Condition One was defined as barely on the edge of dangerous for the smallest vessels venturing into the Gulf Stream, known for roughness in northeast winds. Condition Five was defined as being so rough and dangerous that nothing but the biggest vessels, such as normal ocean-going ships, should leave port. (Those large vessels have different weather warning classifications.) NWS defined various wind and sea conditions, the marine reporters wrote articles, and marinas posted placards outlining the various conditions.

The rules, followed according to protocol, should have been helpful to the recreational boater. However, someone in the head shed, either in the weather service or in the boating industry, apparently did not like the idea, so it was quietly dropped.

So, back to the drawing board and back to my earlier mention of periodic variation in the sequence of smallcraft warnings.

The original contention was that warnings were posted on the west coast more frequently on some days of the week than on others and that this frequency would be different on the east coast

Cycles in weather behaviour are sticky at best; one of the sayings is that the moment a weather cycle is discovered it will disappear. The most reliable rule of all is that there are really only two weather cycles with any dependability: day and night, summer and winter.

Weather Trends

Supposing there is a variation in the wind depending upon the day of the week; what could be the cause? No one has found more than a very tenuous connection between the day of the week and the weather, except possibly a little colder Monday morning than on other days. The reason could be less industrial activity and less automobile traffic on Sunday, hence less manmade heat and less smoke, both of which could contribute to lower temperatures. But wind? No. I never heard of, nor could I imagine, any effect by the day of the week .

Now that the preliminaries are out of the way, let's see how I studied this matter. Weather warnings themselves are difficult to compare one month with the next or one year with the next, because they are issued at different hours and for different sections of the coastline, depending upon the judgement of the forecaster. So I decided to count the number of actual windy days at two points on the west and east coasts of Florida respectively, Fort Meyers and West Palm Beach. I charted the six winter seasons October through May, 1972-72 through 1977-78.

I tabulated each day that the average wind speed at the two airports reached 12.0 miles per hour. This figure is not high enough to be of consequence in itself in boat operation, but remember that the airports are several miles inland, and wind speeds on the coast are higher. Twelve mph will catch the windier days and still rule out the days when nothing much is going on.

Next I found a perpetual calendar in an almanac and determined the day of the week of each of these windy days.

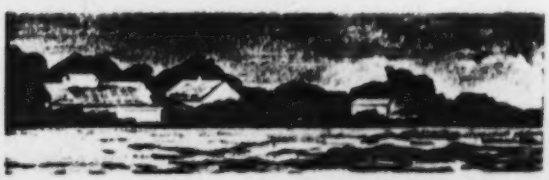
The final step was to classify by days of the week, then to combine them into two groups, three winters each. Since most of us have two consecutive days off from work, I investigated each pair of successive days, Sunday-Monday, Monday-Tuesday, and so on, for each station, Fort Myers and West Palm Beach.

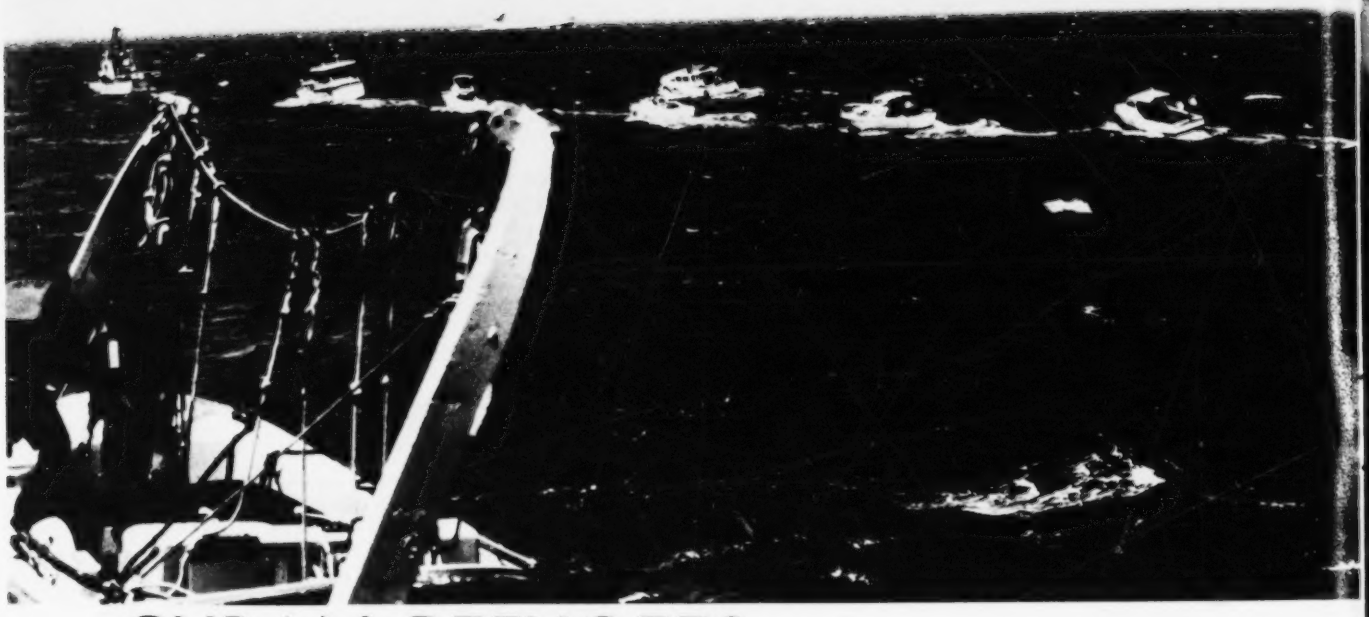
For the first three winters, 1972-73, 73-74, and 74-75, taken together, guess what happened? The worst two-day pair at each station was Friday-Saturday. The best two-day period, that is, the pair with the fewest windy days, was midweek, Tuesday-Wednesday at Fort Meyers and Monday-Tuesday at West Palm Beach. In each case the number of bad days was anywhere from 50 to 75% greater than the number of good. Just ask any boater and you'll learn it's always windier on weekends.

For the second three-winter set, 1975-76, 76-77, and 77-78, the bad days were Thursday, Friday on the west coast and Friday-Saturday on the east. Remarkably, Friday turned up in both sets of years and on both coasts as parts of the worst pairs. There was a slight tendency for bad weather to move to earlier days during the later years; this tendency was repeated for the good days on the east coast, with no pattern on the west coast.

Some amateur statisticians, and I'm barely out of that class myself, maintain that one can prove anything under the sun with statistics. If the investigator enters a study with prejudice he can warp the results, it is true.

It turns out that little study, if anything, seems to show that Thursday through Saturday, inclusive, were more likely to be windy and that Sunday through Wednesday were more likely to be quiet. I emphasize the words "were". As I said earlier, the moment a weather cycle is discovered it is likely to disappear. Even though the number of bad days at the peak of the cycle was at least 50% greater than the number of good days at a low end, implying the possibility of some cyclical activity, I am inclined to believe in coincidence. The best way to rule out coincidence is to repeat the study for a later or earlier group of years. The pattern would most likely be different.





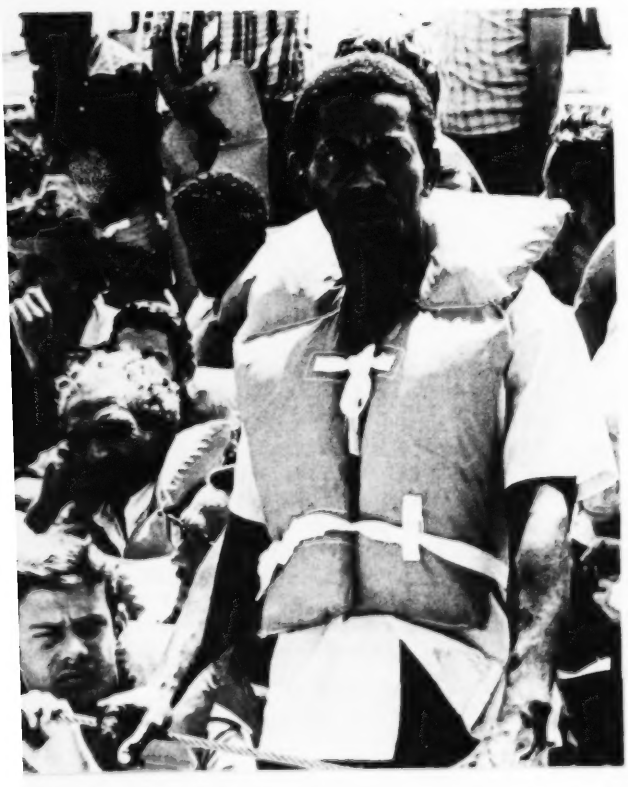
CUBAN REFUGEES

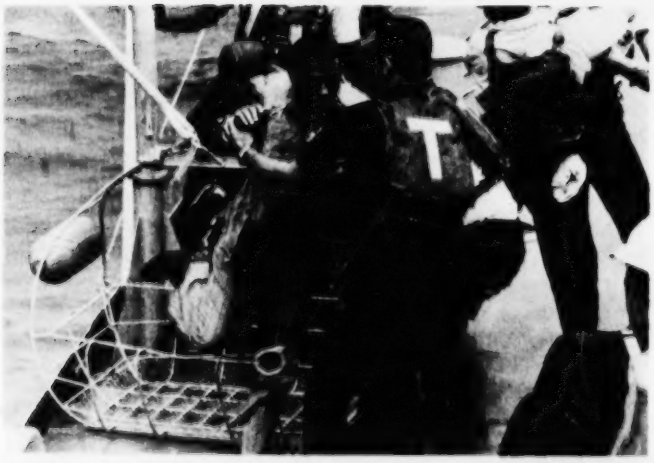
A Personal Report by PAC LOU PARRIS

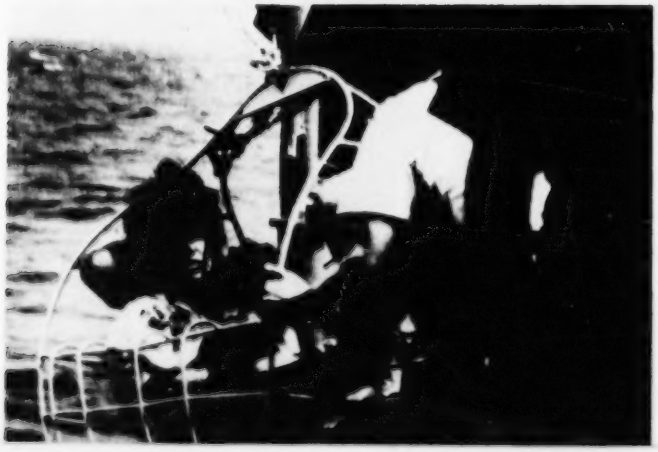
"Cuban Boatlift", "Freedom Flotilla", "Cuban Refugee Operations"; no matter what name you use it has been one of the biggest Coast Guard operations since the Rum Wars. In an area where normal duties require about 140 people, the Coast Guard concentrated as many as eight major cutters, ten patrol boats of the 82- and 95-foot classes, twelve utility boats and fifteen boating safety detachments. At any one time there were as many as 2,000 Coast Guard people in the area if you include the vessel crews. At times it seemed that the entire Coast Guard had descended on Key West. When you add a battalion of Marines, crews from as many as seven Navy vessels assisting in the operation, innumerable Customs agents, and Immigration officers, and people from many other federal agencies you get some idea of the scope of the Cuban refugee operation.

Was there confusion? Of course. Often it seemed that nobody really knew how many 41-footers or BOSDETs we had in the area, or where they were on the 100-mile front they had to cover. We weren't always sure how many helicopters were available, what with Coast Guard, Navy and Marine choppers in the air 24 hours a day. Personnel orders by the cardboard boxful filled the Group Key West administration office. A galley designed to feed about 40 people was kept running almost all day and night to feed extra logistics personnel and boat crews. A day's duty averaged 16 hours or more, usually more. To quote Commander Michael Dennis, Key West Group Commander, at a gathering of Guardsmen in Key West, "I know a lot of you are doing a lot of things that are not in your specialties, but you are doing what needs to be done, so hang in there, and well done."

The official mission of the operation was to assist and protect the refugee boats coming out of Mariel, Cuba and interdict American vessel traffic into the Cuban harbor. Official phraseology never tells the real story. Refugee boats coming out of Mariel were invariably overloaded, some of them almost to the swamping point. The boat skippers knew it and most of the refugees knew it but there was nothing they could do. They had to take the number of people assigned to their boats by the Cuban military in Mariel or they wouldn't be allowed to leave. So batches of boats came out, some of them as small as 15 or 16 feet, loaded to the gunwales to face 105 miles of open sea to reach Key West. As boats broke down due to bad gas or engine failure, other refugee boats, already overloaded themselves, took even more passengers and left the disabled boats adrift.

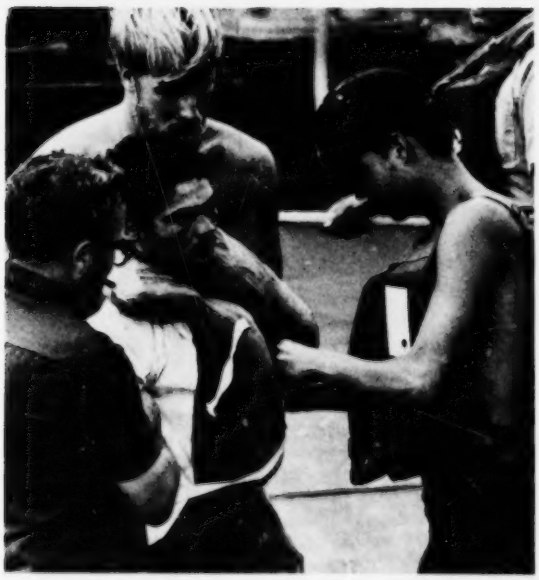






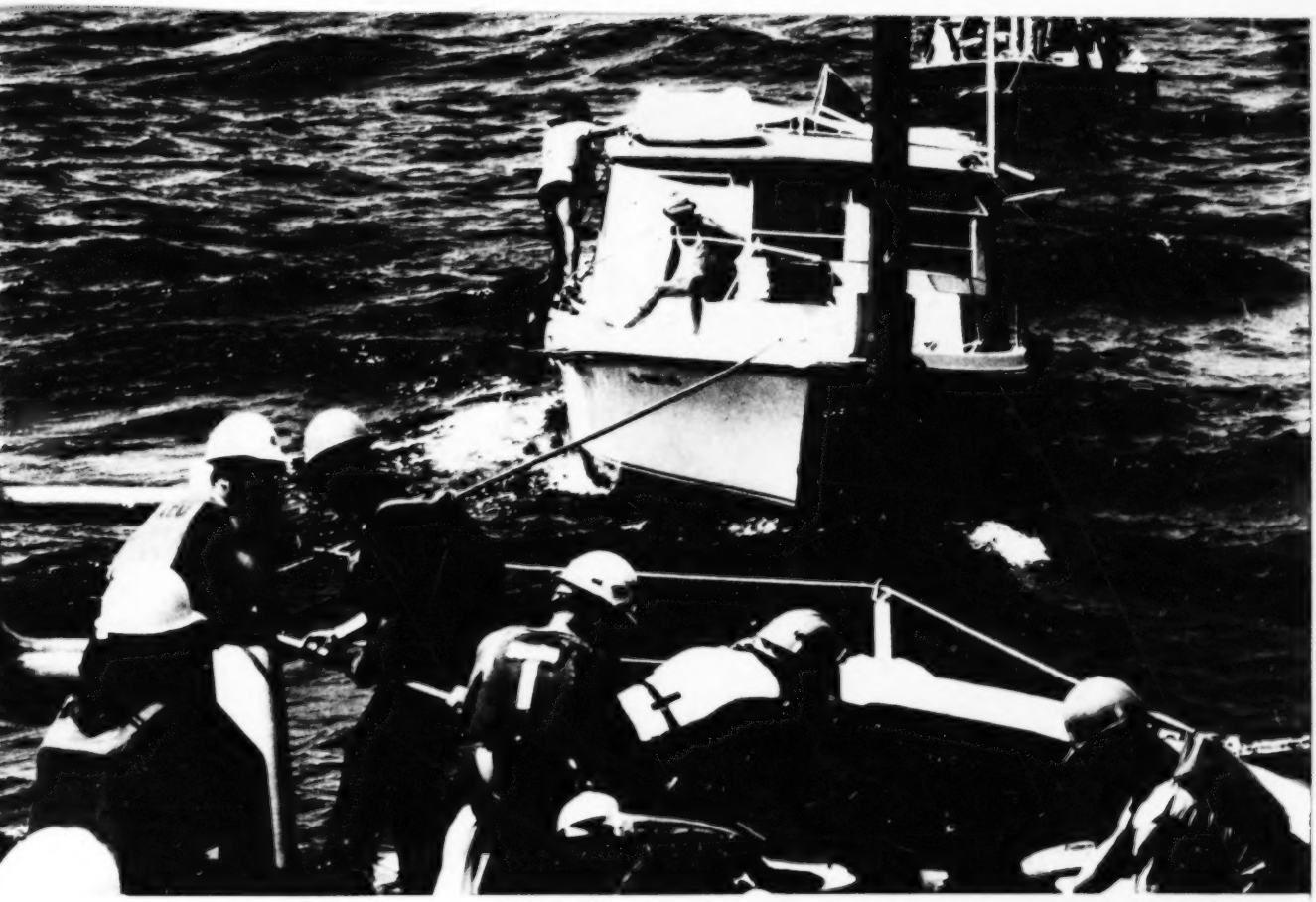
Photos by the author, PA3 Paul Powers, and Navy Combat Photo Team Portsmouth

Coast Guard cutters met the refugee boats as soon as they left Cuban waters. Each boat had to be assessed. Could it make it on its own? Could it make it if we took some of the refugees aboard the cutter and let the rest go on? Did the passengers need to be taken off and the boat towed to Key West empty? The captain of each cutter had to make these decisions knowing he held the fate of the refugees in his hand. Fortunately, most wrong guesses were on the conservative side. If there was any doubt, the cuttermen brought the refugees aboard and settled in for a long, slow tow to Key West. Nor did many cutters tow in single boats. The determining factor as to how many tows a cutter would take seemed to be the number of refugees the cutter could accommodate aboard. I commonly saw cutters with six or more vessels in tow, headed north to be replaced as first on the line by the next cutter.



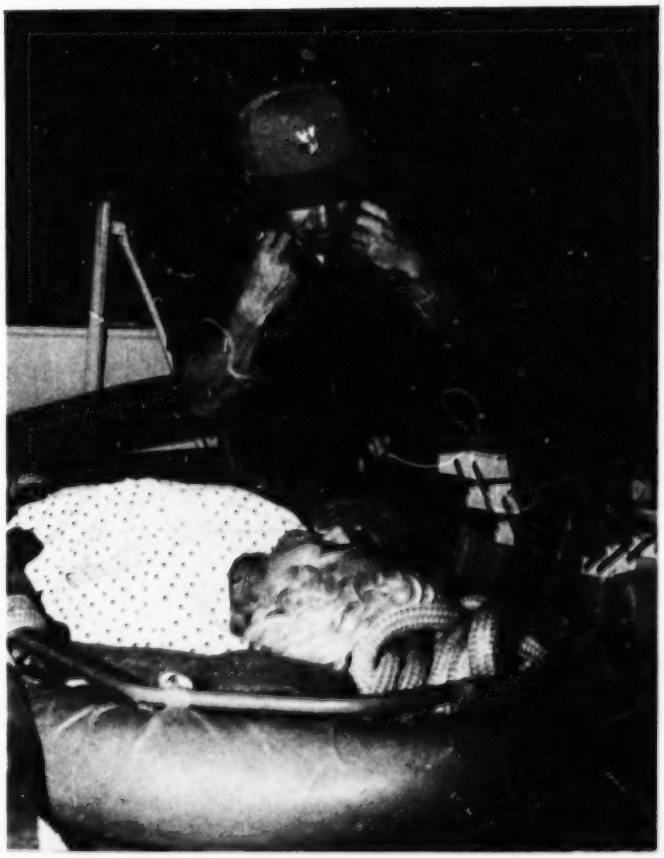
Speaking to one of the refugee boat skippers after he had landed in Key West, I found that most skippers coming out of Cuba felt that if they could make it to the first cutter they were home free. "You guys had it down so pat that you didn't even need a compass to find Key West, just follow the line of Coast Guard cutters. It was beautiful," he told me.

AVON



What about the interdiction of traffic heading south? My best recollection on the subject was a remark made by a BM2 as we watched a 40 foot cruiser plow north with more than 60 people aboard. "Anybody who would contribute to that kind of disregard for human safety should be hung. If we see a southbounder, we'll bust him." Did the interdiction work? In the three weeks that I was in the area, four boats got through to Mariel while Coast Guardsmen were busy taking care of refugee boats. But we were able to get positive identifications on all four boats and when they came out of Cuba the skippers were in a world of trouble with Customs and Immigration.

How well did the refugee operation work? At last count more than 112,000 refugees had made the passage to Key West and we had confirmed losses of 25 people. Twenty of those died in two sinkings, four others were lost to carbon monoxide poisoning from being packed below decks on the long trip north. The final death was from a fall overboard of a refugee trying to shift from one boat to another.



The record looks very good but there are haunting questions in the back of the minds of everyone working the operation. How well did we really do? Did we lose anybody out there because we didn't know about them? Was there any way we could have saved any of those 25? As with any operation where lives are lost, we know we did our best but how could we be sure that our best was good enough?

When you see the conditions the refugees endured and dangers they lived with, you wonder why people would undertake a trip like this. They leave everything they own to be herded aboard small boats for a 105-mile sea voyage they stand a good chance of not completing. Why would anyone do this? I asked some of the refugees this question and a couple of their answers stuck with me. One old gentleman told me he had spent 18 months in a Cuban prison because he had failed to

stop his domino game and listen when a political speech was being aired on television. He had been spotted by a secret police agent and thrown in jail without a trial. The man was 78 years old. A woman in her mid-twenties showed me her seven year old son. "He is the reason we're here," she told me. "In Cuba, I was afraid all the time; here he won't have to be afraid of anything." I guess you can't argue with logic like that.

When the notice was issued that all the regular and reserve Coast Guard personnel directly involved in, or directly supporting the Cuban refugee operation would receive the Humanitarian Service Medal, I asked several Guardsmen if the medal made all the long hours and sweat worth while. The gist of the answers were; no, the medal didn't make any difference. While it's always great to be recognized and rewarded for doing a good job, the thing that made it worthwhile was best expressed by a Seaman aboard one of the major cutters. He said, "Medals are fine, but you have to realize that this kind of work is what the Coast Guard is all about."

S. O. S.

Precaution is Prevention at Sea

by VERN GRIFFIN San Diego Tribune

Tom McLaughlin and Bill Dawson have a couple of things in common. One is a love for the sea. And the other thing is a heathy respect for it.

The reason for the respect is obvious after listening to the two sailors. They've both been up to their necks in trouble in sea emergencies and survived.

McLaughlin and Dawson are two of more that half a dozen participants at a seminar which began April second in San Diego, California and their survival in heavy weather and man overboard emergencies are two of the most graphic experiences coming out of the sessions.

Both of them say the best way of surviving an emergency on the high seas is to prepare for it beforehand. "I used to find out where the beer locker was the first time I went on a new boat," noted McLaughlin in an interview before the opening session. "Now, the first thing I want to find out is where the emergency equipment is located -- the flares, emergency water, life raft and safety harnesses and make sure they're ready to go".

The North Sails sailor said he found out the importance of these things when he crewed on the 40-foot French racer "Accanito", that was an Admiral's Cup racer in the 1979 Fastnet Race.

Fortunately, he said, his boat and the other Admiral's Cup racers were well prepared when a storm swept down on the Fastnet fleet and carried away Accanito's rudder.

Of the 303 starting boats in the fleet, which included many non-Admiral Cup racers, 77 were knocked down beyond 90 degrees with several rolling 360 degrees.

McLaughlin said a race inquiry report shows that seven of the fatalities were life raft oriented. Fifty-one of the yachts reported one or more crew members washed overboard and six fatalities resulted from harness failures.

He said he had never worn a safety harness before Fastnet but he became very fond of his well-secured harness as his boat limped to the safety of Cork, yawing as much as 50 degrees as it sailed under jury-rigged rudder downwind to Ireland.

As soon as the storm struck and the rudder went, McLaughlin said the crew set about getting the sails and boat under control. His job was to douse the spinnaker, he said, and a crewman immediately popped through a hatch with safety harnesses.

It was blowing 65 knots and the boat was making 10 knots under storm jib, he said. "Every 20 minutes or so, we would get an 18-foot wave with six feet of white water breaking over the boat," He said. "That's when I was glad to have the harness."

All this showed him how important crew training can be and he said none of the Admiral Cup boats suffered a loss of life. The greatest loss came to the other boats accompanying the cup boats.

McLaughlin spoke on the same program with two other experienced ocean racers, Tom Tobin and Jerry La Dow. La Dow also was in the Fastnet race on Dennis Conner's "Williwaw". Tobin has just returned from the Southern Ocean Racing Conference.

Speakers at the second session at SWYC included Dawson and Bill Powell who discussed safety equipment and man overboard recovery techniques.

S. O. S.

Dawson told those attending the seminar how a tranquil trip back from the 1970 Ensenada race turned into what could have been a close call when his boat hit a trough in the sea and tossed him overboard. Fortunately, he said, he had been taking the main sail down at the time and managed to grab the jib sheet as he went over. There also were boats nearby that were able to help, but he said it could have ended in tragedy under different circumstances.

"It got me thinking about the importance of man overboard drills and being prepared for the worst," said Dawson. "Maybe my talking about it and what I've learned since will help some other sailors."

The third session was set for 7 p.m. April 16 and emphasized first-aid for the offshore sailor and a film on hypothermia. Dr. George LaFevre presented the first-aid program. Coast Guard officals also took part in the seminar.

Seminar chairman Hal Marsters said SDAYC requested a donation for the seminar sessions and proceeds will be used to give financial assistance to youth and collegiate sailors.

Unexploded Mines

Ordnance Hazards from WW II

by EARL HEFFNER Charlotte Observer

The last shot of World War II may not yet have been fired.

If you cruise the coastal waters of the Carolinas, there is a possibility, albeit remote, that one of the final blasts could sink your boat.

Far-fetched? I agree. But the U. S. Coast Guard's Local Notice to Mariners, dated March 4, has a lengthy section warning skippers about mines and mine fields.

"Once mined, an area never can be certified to be completely danger free," says the Coast Guard. "(Mine) sweeping produces only statistical probabilities of protection. Mines may still remain, having failed to be removed by orthodox sweeping methods."

Prudent seamanship includes:
-- "Use only established routes or buoyed channels."
-- "Avoid shallow water. Sweeping techniques often preclude sweeping in restricted waters. Floating or drifting mines may be remoored in shallows."
-- "Anchor, with caution, and only in established anchorages."

Are there any mines off the Carolina coasts? The Navy and the Coast Guard don't know of any in normal sea lanes. Obviously, mines are removed when the military learns of their existence. So there could still be a few deathdealers floating somewhere in our coastal waters.

In fact, the mariners notice also says: "The continental shelf of the United States contains many forms of unexploded ordnance (military weapons), the locations of which are not known. The type most likely to be encountered are underwater weapons such as torpedoes, mines, depth charges and aerial bombs. Other ordnance also may be found.

"In general, any metallic object having fins, vanes, propellers, horns, or possibly plates screwed or bolted to external surface should be regarded as dangerous."

What do you do if you chance upon such an object? Notify the nearest Coast Guard or Navy station, giving your position and the position of the object. Try to keep the object in sight until military help arrives. Don't touch the object, jar it or even get close to it.

N.M.M.A. Views

Washington Perspectives

The U.S. Department of Energy on April 24 withdrew its proposed standby restriction on weekend boating. The announcement over the Standby Emergency Energy Conservation Plan was made by DOE press officer Philip Garon. The withdrawal was necessitated by massive oppostion by boating interests -- "greater than the DOE has seen on any previous proposal and almost greater than any governmental agency had ever had on any subject."

"I'm highly pleased with the result and very proud of our industry, the boating press, customers and our many friends who helped greatly in achieving this victory," said NMMA chairman, George Good.

"There was no doubt in my mind that we could do it," reported the architect of the industry's opposition, NMMA president Jeff Napier. "We needed hundreds of witnesses at the public hearings -- and they came forward; tens of thousands of letters were required to be written -- and they were written; and we asked for and received the support of dozens of Congressmen who testified against the proposal on our behalf -- a rare achievement in itself. Quite frankly, we won the battle because we demonstrated real political muscle for the first time in the history of our small industry. The tens of thousands of people joining in the fight proved that we can be a cohesive, energetic and effective force."

"Our success in defeating the proposed boating ban shows how the industry can organize to solve its problems," said Napier, "and we should remember this experience of unity, organization and effort for future action. For example, if everyone wrote to Senator Jennings Randolph urging opposition to S. 1631 and Congressman John Breaux against H.R. 6074, there would be no possibility that a Federal excise tax on small boats, as proposed in these bills, would gain any recognition in Congress. It's almost that simple."

"NMMA is issuing press releases to dealers, boating magazines and boating and outdoor writers announcing the DOE decision and encouraging prospective boat purchasers concerned with energy availability that such concerns need not exist any longer. We have established that boaters will get their proportionate share of fuel as a matter of government energy policy," Napier concluded.

At the state level, where lawmakers are dealing with their own energy conservation plans, the proposed boating restriction is finding little support because of NMMA and local marine trade group efforts. So far, 31 states have committed against the boating proposal as part of state plans with none committing in favor.

BOATING BOOSTER: BIAGGI BILL

The Recreational Boating Safety and Facilities Improvement Act of 1979 (H.R. 4310) authored by New York Congressman Mario Biaggi, and warmly referred to as the "Biaggi Bill" by boaters and members of the boating industry, passed the House of Representatives test vote in December and now awaits action in the Senate. The Senate companion bill (S. 1957), introduced by Senator Thomas Eagleton of Missouri is expected to be considered on the floor this spring.

The importance of the legislation to boatmen comes at a critical time. State boating safety programs face serious cutbacks at the end of the 1980 fiscal year when Federal financial assistance under the Federal Boat Safety Act of 1971 will be phased out. At the same time, sorely needed public boating facilities projects are losing out because of the high priorities assigned by government planners to other recreation forms, especially in urban areas. This stems largely from an erroneous impression that boating is a "fat cat's" sport whose needs can afford to be taken care of by the private sector.

Perspectives

The Biaggi and Eagleton Bills recognize that boating is a popular recreation, accessible to a cross section of over 50 million middle income Americans, that number of participants is growing, and there are ever-increasing shortfalls between the demands and availability of facilities and safety services. To meet these needs, the House and Senate Bills propose:

--to amend the Federal Boat Safety Act of 1971 to establish a national program for recreational boating facilities improvement as well as a boating safety program;

--to use the funds paid by boaters in the form of Federal fuel taxes ($300 million a year) to underwrite Federal financial assistance to the states for boating facilities and safety services (two-thirds of the money for facilities and one-third for safety);

--and to encourage the states to dedicate state marine fuel taxes, among other ways, to raise funds to match the Federal assistance.

Termed "the most important piece of boating legislation in a decade," representatives from both boating and fishing groups around the country have endorsed the legislation concepts and have called for the support of the boating community to urge approval of the Senate version of the Boating Safety and Facilities Improvement Act.

Ron Stone, government relations director for the National Marine Manufacturers Association, summed up the boating industry's feelings about the Biaggi Bill, saying: "The bill addresses the problems of water safety and boating facilities squarely, constructively and fairly, without the inflationary effect of new or additional taxes, by using existing federal marine fuel taxes in a federal and state partnership which will go a long way toward meeting the pressing needs of the boating public."

National Marine Manufacturers Association

New TV Spots

Captain Salt

He has saltwater in his veins, seaweed in his shoes, and a complexion that only the sea can give: ruddy, windblown, "crusty". He always squints; a result of years of sailing sundrenched seas. He picks his teeth with a fid and keeps a school of sharks for pets. He's the "saltiest mariner whatever was", and he wants boaters to be "smart" and enjoy their sport safely. The "he" is "Captain Salt", a fictional character who is featured in the National Safe Boating Council's current batch of television public service announcements.

Produced under a grant from the Coast Guard, the six television spots have "Captain Salt" viewing boaters as they encounter a series of boating safety problems. As the experienced boater explains to his inexperienced friend how to deal with the problem, the "Captain" turns to the camera and says, "SMART. Set your course for safety. It's the surest way to fun on the water, and it's SMART."

In real life, "Captain Salt" is Harry Frain, an actor who lives in Tampa, Florida. Harry came well suited for the part since he is a well seasoned boater himself.

The spots were made by Telefilm Ltd., a film company from Homosassa Springs, Florida. Telefilm came highly qualified also, with years of experience in making boating safety films for some of the largest outboard engine maunfacturers in the country.

According to Mitch Needleman, president of Telefilm, the idea behind "Captain Salt" was to develop a character who would be memorable. "Remembering the character would help boaters remember the safety message." Mitch further stated, "We want people to identify 'Captain Salt' with safety on the water and to keep in mind the 'smart' way to boat."

Our Northern Neighbor

Our Input to Safety

A Canadian View of Boating Safety

Reprinted Courtesy CANADIAN YACHTING

Not long ago, we spent some time in this space discussing the Canadian Yachting Association's role as a national voice for sailing to our lawmaker and the federal government in Ottawa.

A couple of things came up recently that, we think, underline the importance of that role.

You might expect some changes in the small craft regulations for 1980 as a result.

One of the things we proposed and have been pushing for is a regulation that we found hard to believe had been overlooked in the past, and that we think will contribute a great deal to boating safety.

At this writing it hasn't become law, but we expect it's just around the corner. As of this year, it's expected that vessels over 18 feet and with more that 20 inches of freeboard will be required to have a demonstrable means of recovering persons from the water.

We were concerned because we saw more and more boats with greater freeboard being sailed by couples, and several incidents had come to light where the wife simply wasn't strong enough to get her husband back in the boat after he'd fallen overboard.

You might note that we use the term "demonstrable means". That will probably translate into boarding ladders for most people, but it's left open to other devices so sailors can, in the words of John Hooker of Vancouver -- our representative on the Marine Safety Advisory Council -- "practice their own concepts of good seamanship."

On another matter, we had felt the government had gone a little too far in its requirements that all vessels over 18-feet had to carry approved Ministry of Transport flares.

Initially, we helped influence things so that craft racing or preparing to race would be exempted. We had the Tornado, Soling, Flying Dutchman and similar classes in mind. And we got boats over 26-feet without sleeping accommodation exempted as well. But even at that, we thought the regulation went a little too far.

This time around, we've proposed that some further exemptions be written into the small craft regulations. Our idea is to also exempt craft between 18- and 26-feet, that operate on bodies of water like canals, lakes, rivers, waterways and systems less that two miles wide, from carrying flares. (All boats with sleeping accommodations over 26-feet must carry them.) The legal working is up to the Coast Guard, but we have good expectations it will become part of the law this year.

Canadians

That's a bit of a victory for us. We've always maintained that carriage of safety equipment should be based on where the boat operates, rather than its overall length. We think we've got the Coast Guard coming around a bit to our way of thinking.

Small craft regulations up to now haven't taken into account the unique aspects of such sailboard craft as windsurfers and sailsurfers. The Marine Safety Advisory Council, which includes other boating groups as well as CYA, was able to exert some influence last year in getting a temporary ruling from the Board of Steamship Inspectors that all they had to carry was a PFD, and that they were exempt from paddles, anchors, and other paraphernalia.

The Council intends to propose it becomes law, and we've also suggested to the sailboarders that they might get together with PFD manufacturers to try and come up with designs more appropriate to that kind of sailing.

Our input to safety afloat follows quite a complicated route. We're members of the Marine Safety Advisory Council, as we've said, and its function is to offer informal advice to the Canadian Coast Guard regarding the Small Vessel Regulations of the Canada Shipping Act. While temporary rulings may be applied by the Board of Steamship Inspectors, the Coast Guard proposals become law when approved by the Privy Council and published in the Canada Gazette.

As complicated as that is, we take some pride in the fact that our suggestions and ideas find their way through the maze. It might have something to do with the fact that we claim to represent a million sailors, and so our voice means something. That's why it's so important to have a strong national association.

If you're not with us already, why not be? We're the Canadian Yachting Association, 333 River Rd., Vanier (Ottawa) Ont. KIL 8B9.

Boating

Market Report

In spite of fuel jitters and economic uncertainty, retail spending on boating increased 10 per cent in 1979, according to the National Marine Manufacturers Association.

In its year-end statistical report "Boating '79", the Association estimated retail expenditures of approximately $7.5 billion for boats, motors, accessories, used boating equipment, fuel, insurance, repairs, slip fees and other services. The estimates are prepared for the Association by its Marex Marketing Services Department.

The report estimates that 58 million Americans boated at least once on the more than 11.6 million boats that make up the U.S. recreational boating fleet. Some 8 million of those boats are registered by the U.S. Coast Guard. The receational boating fleet numbered 8.8 million ten years ago.

"Boating '79" breaks out the fleet as follows:
--6,700,000 outboard boats;
--1,284,000 inboard boats, including auxiliary powered sailboats;
--904,00 sailboats without auxiliary power;
--1,200,000 canoes. This is the first year the report has estimated the canoe fleet;
--1,537,000 rowboats and other miscellaneous craft.
--In addition, Americans own approximately 4.17 million boat trailers.

NMMA President Matt Kaufman noted that the average length of an outboard boat purchased in 1979 increased to 16.3 feet. The average length in 1978 was 15.1 feet. More than 60 per cent of all boats registered by the U.S. Coast Guard are under 16 feet in length, "providing types of recreation that the average American enjoys," Kaufman said.

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SAFE BOATING, the Boating Safety Newsletter, is intended for use by members of the boating industry, law enforcement agencies, state boating law administrators and other interested industry and professional organizations. Views or opinions expressed are those of the editor, contributors or writers, and do not necessarily represent those of the Department of Transportation or the United States Coast Guard. Material contained herein is non-record and should not be considered as basis for any official action. The Newsletter is published each quarter by the Office of Boating, Public, and Consumer Affairs, United States Coast Guard, Department of Transportation, Washington, D.C. 20593. For further information, phone: (202) 426-9716.

Rear Admiral Harold W. Parker Jr. ..... Chief, Office of Boating, Public, and Consumer Affairs
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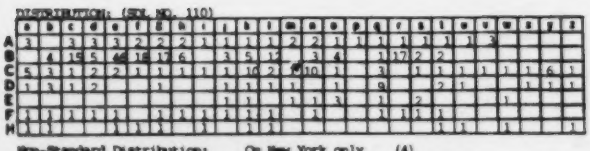

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Where Do We Go From Here?

BOSDET Redirection

A. J. Marmo
Chief, Policy Planning & Evaluation Staff
Office of Boating, Public, & Consumer Affairs

The Boating Safety Team (BOSTEAM) portion of the Recreational Boating Safety Program will be taking on a new look in fiscal year 1981. The significant contributions to boating safety made by the Boating Safety Detachments (BOSDETs) and their predecessors over the years are expected to continue.

Looking back, we saw passage of the Federal Boating Act of 1958 further propel the Coast Guard into the recreational boating arena, particularly in the area of Coast Guard/State cooperation. Twenty Mobile Boarding Teams were formed in 1961 to extend Coast Guard recreational boating safety activities into those navigable waters of the United States, primarily inland, which were outside operating areas of other Coast Guard units. The teams, consisting of four men with boat and vehicle, were assigned by district commanders to the nearest shore station or group commanders in their area of operation. The general policy direction was to provide maximum visibility where there were heavy concentrations of boating. This was a shift from a mass boarding concept to a safety patrol program. The teams were also to provide public instruction and search and rescue service within their capabilities.

By 1967, there were 41 Mobile Boarding Teams. Coast Guard Districts were given wide latitude in their use, and were encouraged to keep them intact all year. They evolved into Boating Safety Detachments (BOSDETs) and became firmly established as the operating arm of the Recreational Boating Safety (RBS) Program. A Boating Safety Team was established as an operating facilities unit in each district, with the BOSDETs as sub-units.

With the passage of the Federal Boat Safety Act of 1971, the Coast Guard was delegated many new boating safety responsibilities. The role of the BOSDETs broadened to encompass virtually all elements of the RBS Program. Thirteen additional BOSDETs were added. Their activities varied by district in relation to the workload in various boating safety program areas, and the number of BOSDETs and other district boating safety resources assigned.

The BOSDETs gained a well-earned reputation as boating safety experts. They effectively represented the Coast Guard in many parts of the country where they were the only Coast Guard units in an area. Through the cooperative efforts of the Coast Guard, states, industry and volunteer organizations, the boating fatality rate has been cut in half since passage of the Federal Boat Safety Act of 1971. The BOSTEAMs have certainly contributed to this success.

Coast Guard responsibilities have grown and changed . .

Boating and related Coast Guard responsibilities have grown and changed greatly over the years. Because the existing austere budget climate is expected to continue, it is imperative that the most effective use be made of all available resources in light of changing demands. As part of fiscal year 1981 budgetary reductions, a two-million-dollar savings will be achieved through a reduction and redirection of BOSTEAM activities. The long-planned shift of emphasis away from Federal on-the-water boating law enforcement will be implemented. A program was developed with Coast Guard District input aimed at achieving Recreational Boating Safety goals with a reduced number of personnel.

BOSDETs will continue . . . .

Each Coast Guard District will continue to have a BOSTEAM as a district unit commanded by a warrant officer, with BOSDETs as sub-units under the operational and administrative control of the BOSTEAM Commanding Officer. The standard BOSDET personnel allowance will consist of three billets, one BMC, one BM2 and one MK2, except in the Eleventh and Twelfth Coast Guard Districts where billets will be grouped into single larger BOSDETs. The number of BOSDETs nationwide will be cut approximately forty percent. The emphasis of the thirty-one remaining BOSDETs will be shifted from on-the-water enforcement of boating laws to training of Coast Guard, state and local personnel, and public education. Training will be aimed at promoting involvement in boating safety and increasing professionalism, and thus should have a much more far-reaching safety impact than the direct law enforcement the limited number of BOSDETs would be able to carry out nationwide. The BOSDETs will be located so that they can most effectively accomplish their training and education missions. The BOSDET locations are:

First Coast Guard District - 2 BOSDETs at Base Boston, MA

Second Coast Guard District - Hastings, MN; Lexington, KY, St. Louis, MO.; and Huntsville, AL

Third Coast Guard District - New London, CT; Ft. Totten, NY; and Atlantic City, NJ

Fifth Coast Guard District - Baltimore, MD; Little Creek, VA; and Ft. Macon, NC

Seventh Coast Guard District - Charleston, SC; Jacksonville, FL; St. Petersburg, FL; and Ft. Lauderdale, FL

Eighth Coast Guard District - New Orleans, LA; Galveston, TX; Mobile, AL; Corpus Christi, TX

Ninth Coast Guard District - Two Rivers, WI; Niagara Falls, NY; Huron, OH; Ludington, MI

Eleventh Coast Guard District - San Pedro, CA

Twelfth Coast Guard District - Stockton, CA

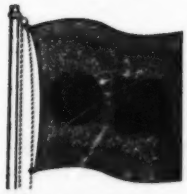
Thirteenth Coast Guard District - 2 BOSDETs at Seattle, WA

Fourteenth Coast Guard District - Sand Island, HI

Seventeenth Coast Guard District - Anchorage, AK; Fairbanks, AK

BOSDETs will encourage and train . . . . .

In accordance with the Federal Boat Safety Act of 1971, state and local jurisdictions will be encouraged to assume more responsibility for law enforcement in areas of greatest need. The Coast Guard will provide training and other assistance to the extent feasible to aid these jurisdictions in providing boating safety services to their citizens. Coast Guard Auxiliary efforts will continue in those areas in which these volunteers are located, as will boating safety activities of the Coast Guard Reserve.



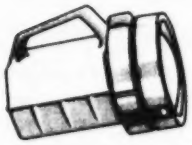
Visual Distress Signals to Be Required

Effective the first of January 1981, boats on the coastal waters of the U. S. and U. S. registry boats on the high seas must carry visual distress signals. This according to the new subpart C of part 175, Title 33, Code of Federal Regulations, issued under the authority of the Federal Boating Safety Act of 1971, 14 U. S. Code 1454 and 1488.

On boats 16-feet or more in length or carrying six or less passengers, certified or approved visual distress signals in the proper number must be carried for both day and night use. For boats under 16-feet operating at night, only the certified or approved signals for night use must be carried. The three exemptions from the rule are: (a) boats competing in an organized marine parade, regatta, race or similar event; (b) manually propelled boats and; (c) sailboats under 26-feet with completely open construction and without propulsion machinery.

In the visual distress signal regulation, two definitions are important. "Coastal Waters" is defined as, "the Great Lakes and territorial seas of the U. S., and bays and sounds which empty into these waters. Rivers inside a line tangent to their headlands are not included unless the distance across the river is over two miles. All portions of a river from the mouth to the point where the river first narrows to two miles are included." The second definition is of "Visual Distress Signals". It states, "a device that is approved by the Commandant under 46 CFR 160 and 161."

Operators of affected boats may choose from a group of approved or certified devices as long as they meet the requirement for their boats. For instance, if a boat is 20-feet long, the operator may choose to have only three pistol or hand projected parachute red flares that are approved for day and night use. If he chooses the pistol projected flares he must also have an approved launcher to fire the flares. He might choose three approved hand held orange smoke signals for day use and a certified electrically powered distress light for night use.



The range of choices is contained in the Coast Guard pamphlet "Federal Requirements for Recreational Boats" (CG-290). The recommended numbers on page 18 of the 1979 edition are also the required numbers that must be carried after January 1, 1981.

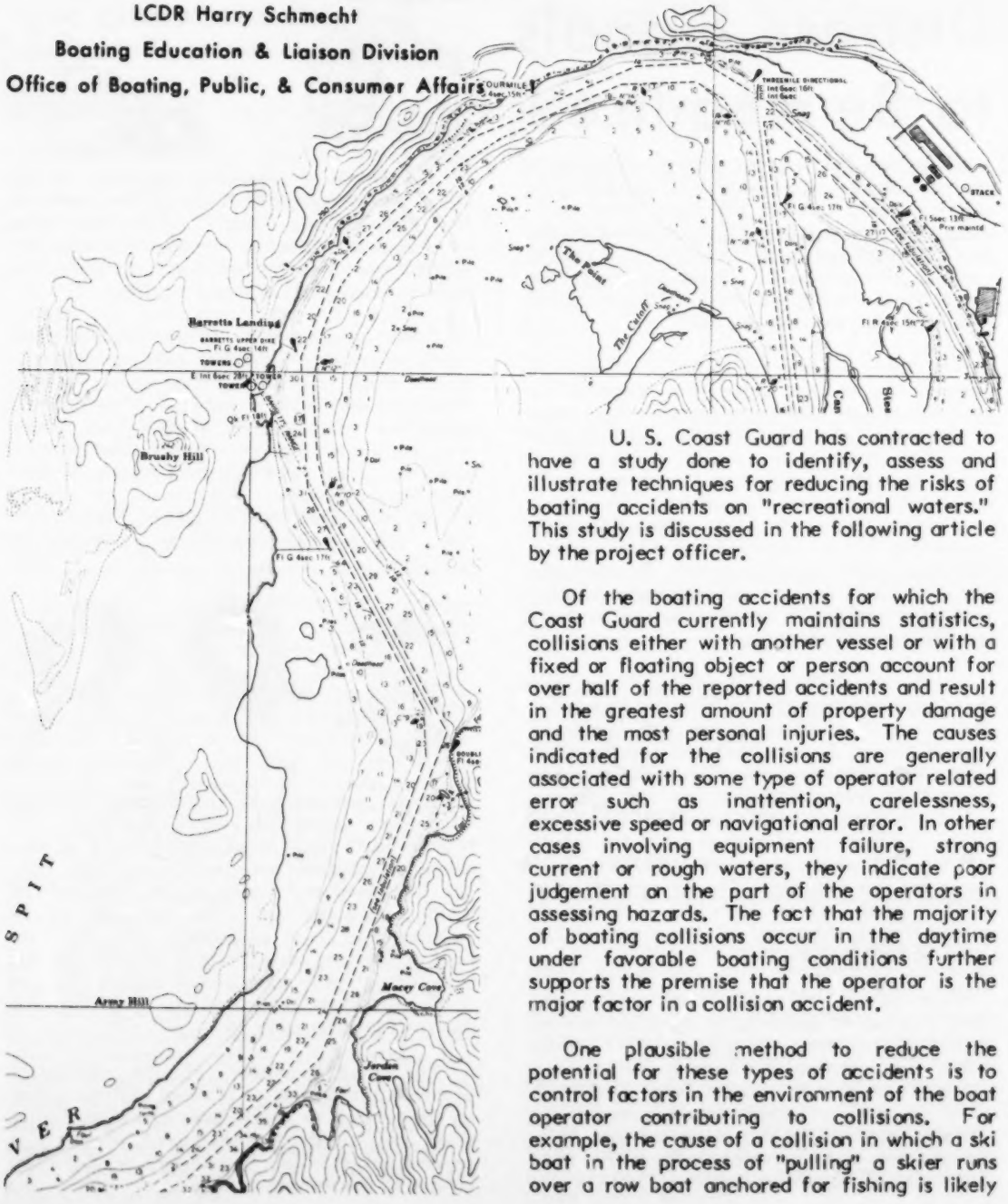
Other requirements for the visual distress signals read much like the personal flotation device (PFD) regulations. The signals must be readily accessible and in serviceable condition. "Serviceable", in this case, means that they must not only be in good physical condition, they must also have a date on them that has not expired. Also, as in the case of PFD's, the signals must be clearly marked with the approval number or certification statement.

Some non-approved pyrotechnic devices will be acceptable as meeting the requirements until July 1, 1982 so long as they remain in good and serviceable condition They are the aerial red flares, either hand held or pistol projected for the day and night requirement. Also acceptable are the hand held or floating orange smoke signals for day requirement only and signal pistols for use with cartridges accepted as meeting the approval requirements.

The final provision of the regulation prohibits the display of a visual distress signal on the waters to which this regulation applies under any circumstances except where it is needed because of immediate or potential danger to the persons on board.

Water Management Survey

LCDR Harry Schmecht
Boating Education & Liaison Division
Office of Boating, Public, & Consumer Affairs



U. S. Coast Guard has contracted to have a study done to identify, assess and illustrate techniques for reducing the risks of boating accidents on "recreational waters." This study is discussed in the following article by the project officer.

Of the boating accidents for which the Coast Guard currently maintains statistics, collisions either with another vessel or with a fixed or floating object or person account for over half of the reported accidents and result in the greatest amount of property damage and the most personal injuries. The causes indicated for the collisions are generally associated with some type of operator related error such as inattention, carelessness, excessive speed or navigational error. In other cases involving equipment failure, strong current or rough waters, they indicate poor judgement on the part of the operators in assessing hazards. The fact that the majority of boating collisions occur in the daytime under favorable boating conditions further supports the premise that the operator is the major factor in a collision accident.

One plausible method to reduce the potential for these types of accidents is to control factors in the environment of the boat operator contributing to collisions. For example, the cause of a collision in which a ski boat in the process of "pulling" a skier runs over a row boat anchored for fishing is likely

to be listed as operator carelessness or inattention. In fact, however, if the conflicting activities (fishing and skiing) had been segregated, the collision might not have occured. By instituting water management techniques such as segregating use to certain types of vessels or activities, speed limits where conditions warrant, and appropriate marking of channels, hazards and other navigational concerns, the operator can be made aware of existing hazards.

In addition to collisions, other boating accidents could be reduced through effective traffic management schemes. Falls overboard, which account for a significant number of drownings each year, could be reduced through wake abatement in congested areas. The number of fatalities in capsizing accidents due to loss of stability in unmarked, hazardous waters might be reduced through appropriate warnings or restrictions.

While the primary purpose for enactment of water management techniques is to reduce accidents, fatalities, and personal injuries, some localities have instituted water management techniques in the form of zoning ordinances in an effort to alleviate boating congestion. By restricting the building of new marinas and boat slips, these communities hope to improve the quality of their boating by reducing the boating traffic on local, congested waterways.

Two examples of water management techniques employed to reduce boating accidents are speed zones and wake restrictions. These have not only been instituted in narrow congested channels, but have also been imposed on boats passing near sailboats and anchored boats. Most states have adopted the "Inland Rules of the Road" and the "Uniform State Waterways Marking System" for marking channels, obstructions, swimming areas, and skin divers among others. In addition, some localities have instituted rules such as: counterclockwise traffic movement to minimize the possibility of collision, designating specific activities to one area such as high speed operation only in the center of a lake, and time sharing recreational facilities as is done on some recreational beaches where surfing and fishing are allowed in the early mornings and late afternoons.

It is not the Coast Guard's intent in this proposed study to suggest that state and local authorities impose restrictions or controls on the boating public in an effort to reduce boating accidents and congestion. Each state and locality has specific water related problems and interests to which no catchall solution can be applied. The Coast Guard does, however, have an obligation to the state and local governments to provide guidance in the management of their recreational waters.

Although water management is not a new concept, the effectiveness of water management techniques has not been established. In assessing the effectiveness for the purpose of compiling a set of alternative techniques for state and local use, the levels of enforcement and maintenance, the influence of local characteristics on the effectiveness of the techniques and indication of the overall costs of implementing, enforcing, and maintaining the management techniques will be determined when possible.

The objective of this effort is to identify, assess and illustrate effective water management techniques designed to reduce boating accidents or congestion as a result of conflicting boating activities, traffic density, and environmental factors.

The scope of this effort includes an information gathering task to familiarize the researchers with the locations and types of water management techniques now employed. Six to nine states will then be chosen for analysis based on their innovative work in water management. A detailed description of their water management techniques and their associated environmental features will be compiled. An assessment of the effectiveness of deploying water management techniques shall be made by comparing water traffic and accident data of managed and unmanaged areas.

The scope shall also encompass, at the option of the Coast Guard, the design and production of a manual, for use by state and local boating authorities, describing water management techniques and prevailing conditions for which each would be most effective. Guidelines on the development of a water management scheme (combination of water management techniques) shall be provided.

Water Management (continued)

TASK 1: IDENTIFICATION OF WATER MANAGEMENT TECHNIQUES AND ASSOCIATED ENVIRONMENTAL FACTORS.

The objective of this task is to compile a list of water management techniques and record pertinent environmental information of the areas where the techniques are employed. Certain areas shall be designated for detailed study and complete boating accident, traffic, and environmental information shall be compiled for those areas. The effort for this task shall consist of:

(a) Information Gathering and Sampling Plan. — The researchers shall gather pertinent information on the locations and various types of existing water management schemes. Some federal agencies such as the Army Corps of Engineers, the Heritage, Conservation, and Recreational Service, and the U. S. Park Service might be helpful in suggesting source documents. An important source of information on management techniques will be the state boating law administrators. The Coast Guard Headquarters' State Liaison and Compliance Division will provide contacts with the states.

With a brief narrative of the known cases, the contractor shall submit a list of candidate sites to be included in a preliminary study of the state and local management techniques, and recommend six to nine sites for detailed study. A geographical mix as well as a combination of the different types of bodies of water is desired. The Coast Guard reserves the option to add candidates to the contractor's list. Sample data sheets showing the types of data to be collected shall be submitted for Coast Guard review and comment. To qualify as a candidate site, the agency responsible for water management at the site must be contacted and have expressed a desire to cooperate with this study.

(b) Compilation of Water Management Techniques and Environmental Data for Selected Sites. — For the list of candidate sites, the Coast Guard will choose from six to nine sites (the number depending upon the contractor's estimated costs and the characteristics of the sites) for further study. Data concerning the water management schemes shall be collected by preliminary telephone calls to state agencies responsible for water management followed by personal visits. The Contracting Officer's Technical Representative shall accompany the contractor on all site visits.

As water management techniques are identified, all available pertinent environmental information and historical accident data for the managed areas shall be compiled. Data to be collected shall include, but not be limited to:

I. A map showing the name, location, size and type of water with significant land features indicated is required.

II. Hazards or functions managed at the site.

III. Water use or activities (commercial traffic, recreational swimming, water skiing, etc.).

IV. Boat traffic density information with respect to type of boat and time of day, week, and year.

V. Nature of surrounding land use (National Park with campsites, National Park with wilderness camping, commercial zoning, etc.).

VI. Scope management technique employed (specific to one area or applicable to entire body of water).

VII. Condition, Activity, or Function of specific managed area(shallow or rocky bottom, boat services, swimming, etc.).

VIII. Coast and Manning Data when available.

In addition to compiling the data available from the state agency, the contractor shall identify those sites for which it is known that accurate local records were maintained concerning boating accident and/or traffic data.

The contractor shall organize the data sheets for this task with respect to locations of managed areas and submit the completed data sheets for Coast Guard review. The contractor shall recommend at least one site for assessment. The Coast Guard will use this deliverable to choose specific locations for further detailed study.

TASK 2: EFFECTIVENESS EVALUATION OF WATER MANAGEMENT SCHEMES.

The objective of this task is to determine the effectiveness of at least one of the water

management schemes investigated. This shall be accomplished by comparing the boating accident and traffic data of a managed area to that of a similar unmanaged area. If this approach is not feasible, then a post/pre-implementation comparison would be acceptable. Aggregating data for several sites is another alternative for assessment. The effort shall consist of:

(a) The Selection of Sites for Effectiveness Assessment. — For at least one managed area identified and investigated in Task 1(b), the contractor shall identify an area comparable in all respects except for the lack of a water management scheme. The selection of the two areas to be compared shall be subject to Coast Guard approval. Travel to a candidate unmanaged site will be necessary to ensure its comparability with the managed area and to collect the necessary information for the comparison assessment.

Evidence for the comparability of the two areas proposed by the contractor shall be prepared and submitted as a part of the Effectiveness Assessment Plan described in Task 2(b). The two areas need not be in the same state, but regional influences must be considered.

(b) The Development of an Effectiveness Assessement Plan. — There might exist various techniques or methods of assessment depending upon the data available, the management techniques involved, and the locations of the sites to be compared. For example, if one of the management techniques involved segregation of activities into swimming and boating areas, one plausible measure of the effectiveness of this techniques might be the number of fatalities caused by swimmers or divers being run over by boats. However, the existence of other water management techniques at the managed site could interact and complicate the application of the criteria in the above example. For instance, in the above example, if the management scheme included segreation of other activities such as skiing, fishing, or motor boating, it might be more applicable to combine the segregation types and use total collisions as an effectiveness criteria for the entire scheme. Combining all collisions would especially apply if there were no breakdown of the collision data into comparable categories.

Due to the specific nature involved in the choice of assessment methods, the contractor shall develop and present an Effectiveness Assessment Plan for Coast Guard review. The plan shall present the rationale behind the choice of the proposed assessement method(s) along with the supporting evidence for the comparability of the chosen areas developed in Task 2(a). The method(s) of assessment shall maximize the number of management techniques to be evaluated which were identified at the managed area.

(c) Effectiveness Assessment. — After Coast Guard approval of an Effectiveness Assessment Plan, the assessment shall be performed. The completed assessement shall be delivered to the Coast Guard for review.

TASK 3 (Optional): MANUAL OF WATER MANAGEMENT TECHNIQUES.

Authorization for the performance of this task shall be given based upon the results of the Effectiveness Assessment of Task 2.

This task involves the design and production of an illustrated manual of the alternative water management techniques assembled in Task 1. The manual shall be structured for ease of use and shall be cross referenced with tables, appendices, tab indexing, or other means so that various alternatives may be easily identified when entering the manual with any combination of factors (type of body of water, hazard, traffic density data,, land use data, etc.). The text should be clear, concise, and easy to understand by law enforcement personnel, local officials, and the general public. This will be a consumer publication and should not include long dissertations on statistics or other technical subjects.

Each management technique shall be provided, as a minimum, with a narrative explaining the technique, the level of recommended and/or required maintenance and enforcement, its effectiveness under the various conditions compiled, and examples of its use. The costs to implement and maintain the management technique will be provided whenever possible. Guidelines on developing water management schemes shall be provided.

BOATING STATISTICS 1979 The Where, When, Why and How

Kenneth Freund
Policy Planning & Evaluation Staff
Office of Boating, Public, & Consumer Affairs

Boating Statistics is a free, fact-fil'ed report, published annually, containing recreational boating accident and fatality data which are utilized by organizations throughout the U.S.A. The publication also contains, among other things, the states' boat registration data, synopses of all Coast Guard boating safety regulations and Coast Guard Recreational Boating Safety Program highlights. The report is regularly utilized by researchers, Coast Guard personnel, state personnel, safety organizations concerned with recreational boating, insurance companies, boating publishers, boat manufacturers and of course, interested members of the boating public. This article highlights some of the calendar year 1979 information presented in Boating Statistics 1979 which was recently released. A presentation of some new statistical data should give an idea of the range of information available to those working in the recreational boating field.

The fatality rate for recreational boating accidents increased slightly in 1979 after reaching an all-time low in 1978. There were 9.7 recreational boater fatalities for every 100,000 recreational boats in 1979, compared to a fatality rate of 9.4 in 1978.

Total fatalities from recreational boating accidents increased by 79 last year. There were 1,400 fatalities in 1979, up from the 1,321 fatalities in boating mishaps in 1978.

There were 6,934 boats involved in 5,368 boating accidents throughout the United States as reported to the U. S. Coast Guard. In 1978, 8,576 vessels had been involved in 6,529 reported accidents. Almost one-half of the decrease in accidents reported in 1979 can be attributed to the change in the criteria for reporting property damage. Accidents below $100 in property damage were not reported in the past, now the lower limit is $200.

In addition to the fatalities, 2,463 persons were injured and $16,681,500 of property damage resulted from these accidents. The number of injuries was 15% higher than ever before reported while property damage was 35% higher. The increase in the number of injuries in 1979 over prior years may also be attributable to a change in reporting criteria. The injury criteria were simplified so that all injuries requiring medical treatment beyond first-aid were required to be reported. Previously, an accident with an injury had to be reported if, a person lost consciousness or received medical treatment, or was disabled for more than 24 hours. There is no other readily identifiable reason for the increase since there was a general increase in all injury types.

Property damage accidents while down overall, increased three-fold for accidents involving damage of property valued at $50,000 or more. There were 18 accidents of this magnitude in 1978 while in 1979 there were 53. The total damage for these accidents was $1.7 million in 1978, $5.2 million in 1979. This jump, together with inflation, can easily account for the large increase in total dollar amount of property damage. Within these high-damage accidents, fires and explosions increased almost five times from five in 1978 to 24 in 1979. The accident statistics for a five-year period are shown in Table I:

TABLE I

	1975	1976	1977	1978	1979
Fatalities	1466	1264	1312	1321	1400
Accidents	6308	7199	6815	6529	5368
Vessels involved in accidents	8002	8954	8554	8576	6934
Injuries	2136	1838	1779	1761	2463
Property Damage (millions $)	10.35	12.03	11.57	12.30	16.68
Registered Boats (millions)	7.30	7.67	7.98	8.03	8.28
Total Boats (millions)	11.80	12.75	13.60	14.05	14.50

The above discussion of costly property damage accidents was an example of the information contained in the accident file but not included within Boating Statistics 1979. Information of this sort should be useful, e.g., to the insurance industry.

If your organization or company is developing recreational boating safety information, the Coast Guard's accident and boat registration data are the most comprehensive available. The boating registration statistics contained in Boating Statistics 1979 can be used in marketing research. The boating industry publishes comprehensive state breakdowns of boat registration data reported to the Coast Guard.

Table 2 shows accident statistics by Coast Guard District. One interesting note about this table is that while fatalities were up overall in 1979, six of the twelve districts registered a decrease in total fatalities. Only one district showed a decrease in injuries.

District	Accidents		Fatalities		Injuries		Prop. Damage ($000)	
	1978	1979	1978	1979	1978	1979	1978	1979
1	260	194	59	47	69	61	452	520
2	1,094	836	280	258	316	429	1,188	1,592
3	730	560	106	95	195	233	1,398	1,904
5	465	459	103	116	125	193	818	1,166
7	738	683	144	178	157	250	1,772	3,955
8	666	631	192	269	202	309	902	1,315
9	866	647	180	168	292	424	878	786
11	664	463	35	51	166	203	1,752	1,807
12	543	420	94	73	191	191	1,172	1,298
13	373	358	88	101	43	148	998	1,754
14	75	62	12	7	5	9	597	435
17	55	55	28	37	0	13	374	149
Totals	6,529	5,368	1,321	1,400	1,761	2,463	12,301	16,681

The Coast Guard attempts to code associated factors which are used to better describe an accident, i.e., to help develop an accident scenario. It is not possible to code associated factors for many accidents due to a lack of information about the accident or the fact that there are no appropriate associated factors. However, for those accidents for which associated factors can be coded, the information can be analyzed, e.g., by those involved in boating safety research and development. Table 3 is a partial listing of associated factors utilized by the Coast Guard and accident statistics associated with them.

Associated Factors	Accidents		Fatalities	
	1978	1979	1978	1979
Exhaustion/lack of swimming ability	152	57	170	64
Alcohol or drugs involved	106	113	75	73
Whitewater canoeing/rafting/kayaking	20	26	16	26
Water skiing accident	233	214	13	18
Medical complications contributed (Heart attack, etc.)	14	16	12	12
Carbon Monoxide	7	1	9	0
Boat hit by lightning or struck power cable	6	7	6	9
Contact with powerline	2	4	2	3
Boat found/body found/no witnesses	93	150	128	201
Total	633	588	431	406

Hopefully this discussion has created an awareness of the availability of boating statistics. The Office of Boating, Public, and Consumer Affairs publishes Boating Statistics annually, and is available to assist in developing appropriate accident statistics for research, education and other safety-related endeavors. To order your copy, send name and address to Commandant (G-BP), U. S. Coast Guard, 2100 Second Street, S. W., Washington, DC 20593.

NAVIGATION LIGHTS

The Difference Between Night and Day

Alston Colihan
Boating Technical Division
Office of Boating, Public, & Consumer Affairs

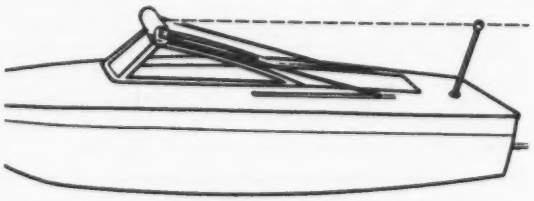
"It was dawn before I realized the Spaniard chained next to me was dead."

A friend of mine thinks the line above is the best opening to a sea story he's ever read, and considering the fact that we're trying to keep the gruesome sea stories that are true to a minimum, perhaps it is fitting opening to a few words about navigation lights.

The narrator's lack of a clear understanding about the ominousness of his surroundings until the arrival of dawn is important because too often we forget about the importance of safe navigation at night. Some of us forget to turn our navigation lights on, while many of us who remember, don't really know whether they are operating properly.

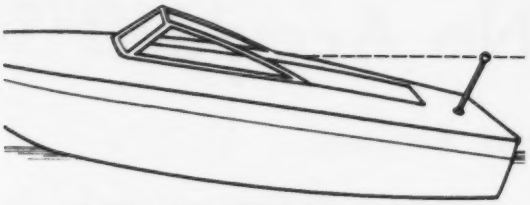
When John Paul Public goes out and buys himself a boat, he naturally assumes that his navigation lights comply with applicable requirements. Unfortunately, we've discovered that this often is not the case, both with new boats as well as with old ones. Here's a look at some problems we've heard about and some solutions.

PROBLEM 1. The 32-point (360 degree) white running light is the most important of a small boat's navigation lights because it can be seen from any direction. The most common problem associated with this light is that it is mounted on a staff that is too short. As a result, the light is obscured when the boat is underway because of the tendency of the bow to rise when the boat is moving, or the light is obscured by canvas tops or other equipment added later.



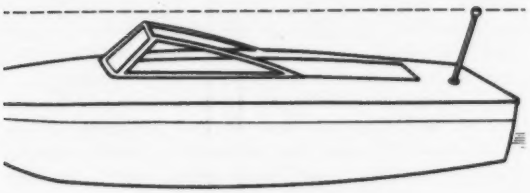
Light is obscured by folded canvas top.

The most common type of fixture features a telescopic staff which enables the boat operator to lower it when the light isn't in use. Unfortunately, the actual height of the staff is usually dictated by the distance from the top of the gunwale to the deck beneath it. The telescopic staff is a practical feature for the boat operator who wants it out of the way when trolling or while docking.



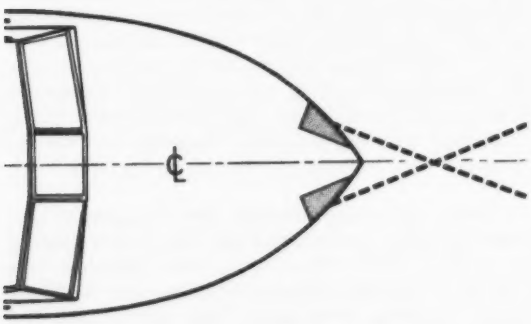
Staff too short. Light is obscured by bow.

SOLUTION: If the 32-point white light is obscured from any direction, while at rest or underway, or by any part of the boat structure or its equipment, buy a longer staff. Also, remember to fully extend the staff when you turn on the light.



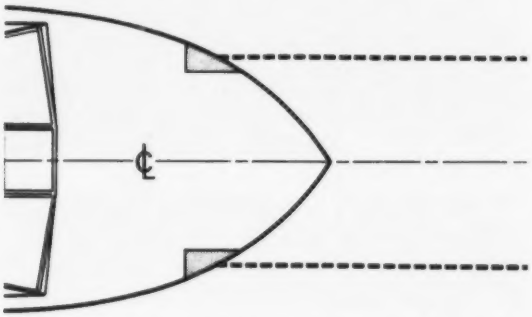
Light can be seen from all sides.

PROBLEM 2. The separate red and green, 10-point (112.5 degree) sidelights enable boat operators to determine another boat's direction of travel. Unfortunately, some boat companies prefer to install these lights on the topsides where they curve forward to form the bow, and fail to install the lights parallel to the centerline of the boat. As a result, the lights are installed "cross-eyed" and an approaching vessel may be confused about the direction in which these boats are travelling.



Lights are "cross-eyed".

SOLUTION: Either fit wedge-shaped blocks between the fixtures and the hull to make the lights parallel to the centerline of the boat, or move the fixtures further aft where the curvature of the hull isn't so pronounced.



Lights installed correctly—parallel to centerline of boat.

PROBLEM 3. Some dealers and boat owners forget that they are facing aft when they repair or replace navigation light fixtures. Consequently, when they put the red lens on the "port side" and the green one on the "starboard side," they actually have them reversed.

SOLUTION: Remember that the red lens is on the port side and the green one on the starboard side. The port is the boat's left and the starboard is the boat's right.

PROBLEM 4. In Florida and other southern states, where the weather is usually warm and humid, the red and green tinted lenses in separate sidelights and combination lights rapidly fade to pale pink and blue colors. This makes the lights appear as though they aren't running lights.

SOLUTION: Replace the lenses, making sure to install them on the proper sides.

Finally, routine maintenance of every boat's navigation lights is the best way to be sure they are operating properly. I haven't researched the author of my opening quote, but it might be that if his hero and the Spaniard had paid more attention to their navigation, including their lights, they might not have been in the fix they found themselves.

Safe Boating is No Accident

Boating Slogan Revived

Calling it "the most successful boating safety theme the Coast Guard has ever used," the producer of the Coast Guard's boating safety advertising campaign has announced the revival of "Safe Boating is No Accident" as the theme of upcoming public service announcements.

The theme was used by the Coast Guard and the National Safe Boating Council in their safe boating public service ad campaigns of the late sixties and early seventies.

According to Brian Norris, a public information specialist who handles the production of the Coast Guard's safe boating spots, "Safe Boating is No Accident" is being revived because "it's a phrase that boaters remember."

Norris believes a boater who remembers the theme of the Coast Guard's public service announcements will be more likely to remember the safe boating message contained in the spots.

"A memorable theme is one of the secrets to getting an advertising message across," Norris said. "Whether it be 'Have a Coke and a Smile' or 'Safe Boating is No Accident', a theme that is remembered increases the chances of having your basic message remembered."

As another example, Norris cited the public service campaign of the U. S. Forest Service. "People remember 'Smokey the Bear' saying 'only you can prevent forest fires,' " he said. "This triggers a remembrance of 'how I can prevent forest fires'; by breaking my matches in two, extinguishing all smokes and campfires, whatever."

Norris feels that the Coast Guard had a similar situation developing with "Safe Boating is No Accident," but just as boaters were becoming familiar with the phrase, new approaches to the boating safety spots were tried.

"These new approaches were good," Norris said, "but they just didn't have that memorable phrase."

People remember "Safe Boating is No Accident" Norris thinks, because it is a theme with a double meaning. "First you have the obvious; safe boating means not getting involved in boating accidents," he said. "Then you have a more subtle meaning; being a safe boater doesn't just happen 'by accident', a person has to work at it by taking a safe boating course, knowing the rules of the road, and being alert and courteous on the water."

In addition to the "Safe Boating is No Accident" theme, the upcoming safe boating public service announcements will feature parodies of movie classics and famous movie stars.

"By taking the settings, characters and basic story line of movie classics and adding a safe boating message, you make an enjoyable and memorable public service announcement," he said.

He added that he would like to develop these safe boating movie parodies into a regular feature of the Coast Guard's public service campaigns.

"Since boating is a recreational pasttime for most people, and should be fun, the boating safety message should not be too morbid," he said. "Talking about the number of people who die in boating accidents is probably effective in preventing accidents, but is it effective because it has scared people into not going boating? An entertaining message on how to prevent boating mishaps is more effective."

The upcoming winter 1980 Coast Guard boating safety campaign will deal with boating safety courses. "Mutiny on the Bounty" was the movie classic which was adapted with the safe boating message. The spots will be released to radio and television stations by early December.

PFD's and Sailboards

Windsurfer Exemption Extended

The Coast Guard proposes to exempt all sailboards from the federal requirement to carry personal flotation devices (PFDs). This action stems from the safety record compiled by, and the popular acceptance of the exemption granted to, Windsurfer International whose sailboards have not had to carry PFDs since 1973.

Of comments received on the proposed exemption, those in favor outnumber those opposed by more than two to one. There are three main reasons given by those favoring the exemption.

First, the only way to carry a PFD on a sailboard is to wear it and it was argued that wearing a PFD is at least an encumbrance and could actually constitute a safety hazard. Some commenters claimed wearing a PFD interfered with a sailboarder's maneuverability on the board and could interfere with his ability to get free of the sailboard in a knockdown or fall. They also argued that the PFD interfered with more practical safety equipment such as a wet suit and a safety harness.

Second, it was argued that the sailboard itself acts as a buoyant device and provides more protection than a PFD. When a sailboarder falls from his board the sail collapses into the water and acts as a sea anchor to keep the sailboard within a few swimming strokes of the rider.

And lastly,, there is no history of drowning from sailboards that would justify carrying PFDs.

Those opposed to the exemption felt it was poor practice to exempt the sailboards from the PFD carriage requirement primarily because a sailboarder is much more likely to end up in the water than the typical boater and therefore needs the PFD's protection more. They also argued that the exemption would cause confusion for the other small boat sailers and in the job of enforcing boating safety equipment requirements.

From the comments submitted and its own investigations, the Coast Guard has drawn several conclusions. (1) There is no data to indicate that the absence of a PFD on a sailboard is a significant safety hazard. (2) There is only speculation that this exemption would cause confusion in the boating public or complicate the job of law enforcement. (3) The regulation would cause no anticipated adverse effects on boating safety.

From the Editor:

It was brought to our attention that the article on flag etiquette, "FLY RIGHT," published in our summer issue was taken from the "HANDBOOK OF NAUTICAL ETIQUETTE" by H. K. Rigg, published by Knopf Publishing Company in 1971. When we included the article in our magazine we were unaware that the material had been taken from Mr. Rigg's book. Our source was a news release which we printed almost verbatim. We apologize for our oversight and failure to credit Mr. Rigg and "HANDBOOK OF NAUTICAL ETIQUETTE."

We were also apprised of an error in the mathematics of the article "I ADD HOW MUCH TO WHAT?" The proper formula for a 50 to 1 gas-oil mixture should be 20 milliliters of oil to one liter of gasoline rather than the 2 stated in the article. Evidently, the math involved in calculating the conversions from gallons to liters made our writer overconfident and he got careless with the easy problem. Our thanks to the many readers who pointed out this error to us.

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U. S. COAST GUARD
WASHINGTON, D.C. 20593

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SAFE BOATING

FORMERLY "BOATING SAFETY NEWSLETTER" WINTER 1980

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SAFE BOATING, the Boating Safety Newsletter, is intended for use by State Boating Administrators, other officials, and those individuals concerned with the problems of boating safety. Views or opinions expressed are those of the editor, contributors or writers, and do not necessarily represent those of the Department of Transportation or the United States Coast Guard. SAFE BOATING is published each quarter by the Office of Boating Safety, United States Coast Guard, Department of Transportation, Washington, D.C. 20593. Material for consideration should be addressed to the Editor. For further information, phone: (202) 426-9716.

Rear Admiral Bernie E. Thompson . . . . . Chief, Office of Boating Safety
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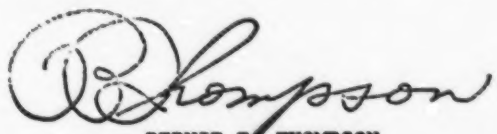
CHIEF, OFFICE OF BOATING SAFETY
UNITED STATES COAST GUARD
WASHINGTON, D. C. 20590

The beginning of a decade is a time for reflection. Looking back ten years makes us realize just how new our boating safety efforts are. In 1970, the Coast Guard Office of Boating Safety was only a little more than a year old and the Federal Boat Safety Act didn't come along until 1971.

We have come a long way in these ten years. We have a nationally coordinated program with state and federal agencies pulling together to make boating equally safe from coast to coast. Laws from state to state are becoming more and more similar and our friends and clients, the boating public, can go boating across the country without having to learn a new set of safety rules. Recreational boats are being built in record numbers and with more safety consciousness than ever before. We can look at statistics and see that fatalities have plummeted from 1.92 per million boats in 1970 to close to .9 per million last year while the boating population has more than doubled. It can be looked at this way; there are almost 7,000 people who did not die because those fatality rates have been forced down by the efforts of everyone in the field of boating safety. A figure like that makes me feel that we all must be doing something right.

It's good to reflect on past achievements, but the decade mark is also a time to look forward. What will the next ten years bring? Only the passage of time will tell. What can we hope for? Let's all set ourselves a goal to work for the time when there are no boating fatalities, when boating is truly safe. 1990? It's worth working for.



BERNIE R. THOMPSON

National Boating Safety School

TO BE THE BEST

Story by PA1 Lou Parris, Coast Guard Headquarters Boating Safety

Photo by PA1 Bob Schoen, Coast Guard Reserve TRACEN, Yorktown, VA

The goal of the National Boating Safety School in Yorktown, Virginia is, in the words of its new commanding officer, "to offer the Coast Guard, state and federal agency personnel the best possible training to insure effective and efficient boating safety enforcement and education on all levels".

LCDR A. "Tony" Rozumny, who took command on August 31, 1979, has an excellent opportunity to maintain a close pursuit of his goal of offering "the best". He comes to the command with a well-rounded background in operations and law enforcement, having served as Rescue Coordination Center controller in Alaska and the Greater Antilles as well as commanding officer of Barnegat Search and Rescue Station in New Jersey. He also served in the Greater Antilles as Assistant Operations Officer for law enforcement. If you add his tours of duty on the Coast Guard cutters Unimak and Confidence you find extensive experience both in-the-field and on executive levels.

LCDR Rozumny is aided in his quest to be "the best" by three instructors and a support staff that combined have a total of almost twenty years experience in boating safety operations, education and law enforcement. Over the years, these men and their predecessors have developed a curriculum that gives students complete basic education in law, regulations and procedures as well as practical training in all facets of boating safety operations.

The six week course at National Boating Safety School leads off with two weeks intensive training in laws, regulations and requirements as they apply to boating safety. This immersion in law is not just book-work exercises. As each regulation is examined, the instructors show examples that comply and examples that do not.

PFDs (personal flotation devices) are not just talked about. Usual and unusual, proper and improper devices are shown and the devices are then subjected to practical in-the-water tests by the instructors and students at the training center pool.

When fire extinguishers are covered in the second week, the students try out common types so they are aware of not only what is required but also what kind of fire protection they afford and how to make the best use of them. The first unit of the course, Module A, finishes up with a review and exam on all the rules and regulations that pertain to boating safety.

Module B, the next three weeks of the course, zeroes in on the operational aspects of the boating safety program. The student gains a full spectrum of skills that range from boat trailering on the highway to proper procedures for testifying in court. Some samples of the topics covered are; boat maintenance and methods to improve public appearances, proper arrest procedures and first aid, lifesaving and proper business English.

The student will spend four days on the water doing mock boardings. One of these is what the school faculty likes to call a "stress boarding". In this exercise the student learns to handle a situation in which a boater does not want to have his boat boarded and hasn't any intention of cooperating with the boarding officer. This session has been known to get a little rugged but it has also been characterized as, "the best training I could have gotten" by N.B.S.S. alumni. In short, Module B is a total inundation of the students with as many skills as can be taught in three weeks. Skills they will need when they go to work in the field.

The final week, Module C, takes up accident reporting and investigations, and federal boat construction standards. Knowledge and skills needed to monitor boat manufacturers and to investigate boating accidents are pursued with the vigor typical of the school. In this training, the students find themselves back in the pool, this time checking out the stability and flotation of a small boat.

The students also learn how to interview a witness, how to organize a boating accident investigation and how the information gathered may be applied in a legal brief. They become basically qualified to serve as competent boating accident investigators or members of a boating standards team.

As the six-week course ends, students have received a complete basic education to equip them to take their places on boarding teams or in boating safety offices around the country. They are ready and able to become valued members of the national safe boating team.

The N.B.S.S. has a reputation for being a fine school and LCDR Rozumny and his staff intend to keep and improve on that reputation. As Mr. Rozumny says, "To provide the best in education and training you have to constantly seek to improve the curriculum." We have every reason to believe that the National Boating Safety School will continue to grow and improve in their quest to be "the best".

New Coast Guard Pamphlet

LIGHTNING

Cone of Protection

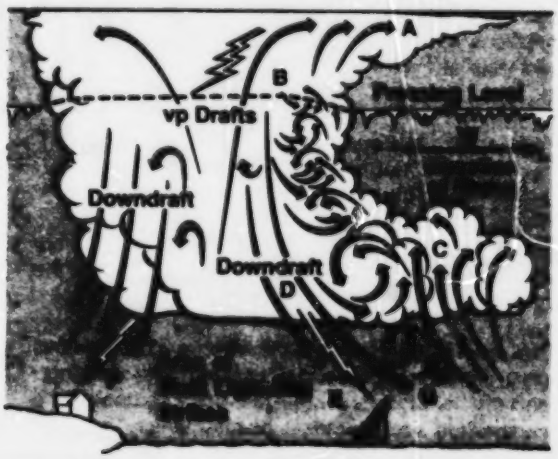
Not all storms are thunderstorms, but all thunderstorms have lightning. They are most common in the summer months and are usually formed by air currents rising over locally warmed areas or the passage of a cold front which forces warm moist air aloft. Before a storm the winds are generally from the south and west and the air is warm and humid. The extreme vertical development which is characteristic of the cumulonimbus cloud is what creates a thunderstorm. Although cumulonimbus clouds may be obscured by other cloud layers, they can, if visible, be recognized by their characteristic shape. Starting at the top, often over 40,000 feet high, there is a layer of cirrus clouds that are shaped like an anvil. The top leans in the direction the wind is blowing and the direction the storm is moving. Below the "anvil head" is the main body of the storm. It is of great height and has "cauliflower" sides. At the front bottom is a roll cloud formed by the strong turbulent winds at the leading edge of the storm. Behind the roll cloud is a dark area which extends from the base to the earth where hail, rain or both are falling. Thunderstorms associated with cold fronts may develop any time, but local storms generally develop during the heat of the afternoon. Being able to recognize this type of cloud formation is an important warning of approaching thunderstorms.

Whenever thunderstorms are in the area, boaters should head for shore to a safe mooring. Commercial AM radio and NOAA's continuous weather broadcast on VHF/FM channels WX1 (162.550 MHZ), WX2 (162.400 MHZ) and WX3 (162.475 MHZ) will provide up-to-date information on weather developments. If you do not have VHF/FM marine radio on your boat, inexpensive portable radios which include the continuous weather broadcast frequencies are available. Incidentally, static on the AM radio is also an indication of thunderstorm activity. Marine Weather Service Charts giving the locations and frequencies of weather broadcasts are available at most marinas or can be ordered directly from:

National Ocean Survey
Distribution Center (C-4)
Riverdale, MD 20840

Thunderstorms are dangerous because of lightning, but even more so because of the strong winds and the rough seas that accompany them.

The strong up and downdrafts within a cumulonimbus cloud generate huge electrical charges. After reaching a certain level, these charges are released in a multimillion volt electrical display which is called lightning. The rapid expansion and contraction of heated air in the lightning's path causes thunder. Lightning discharges take place between clouds, within clouds and between clouds and the ground.



A—Anvil Top
B—Main Cloud
C—Roll Cloud
D—Dark Area
E—Primary Rain Area
F—Secondary Rain Area
G—Wind Turbulence

It must be firmly understood that there are no guaranteed safeguards against lightning. It is very unpredictable and has immense power.

You can minimize the danger of having your boat struck by staying off the water during thunderstorms and by installing a grounding system on your boat similar to those found on buildings and other land structures. The grounding system provides lightning a path to reach ground without causing damage or injury.

THE GROUNDING SYSTEM

Most small craft are not constructed with a proper grounding system, therefore it is up to the owner to have one installed. If you are handy with tools and have a basic understanding of electricity this can be a "do it yourself" project. All it takes are a few basic hand tools, some common hardware store items and following the principles described in this pamphlet. If you are not sure of yourself, let the electrical contractor at the local boat yard do the job for you.

The grounding or bonding system, requires a straight, high capacity electrical conductor from the highest point on the boat to a submerged ground plate, or to an exposed metallic keel. In addition, large metallic masses, such as engines and fuel tanks, should be included in the grounding system to eliminate the possibility of side flashes of lightning within the vessel.

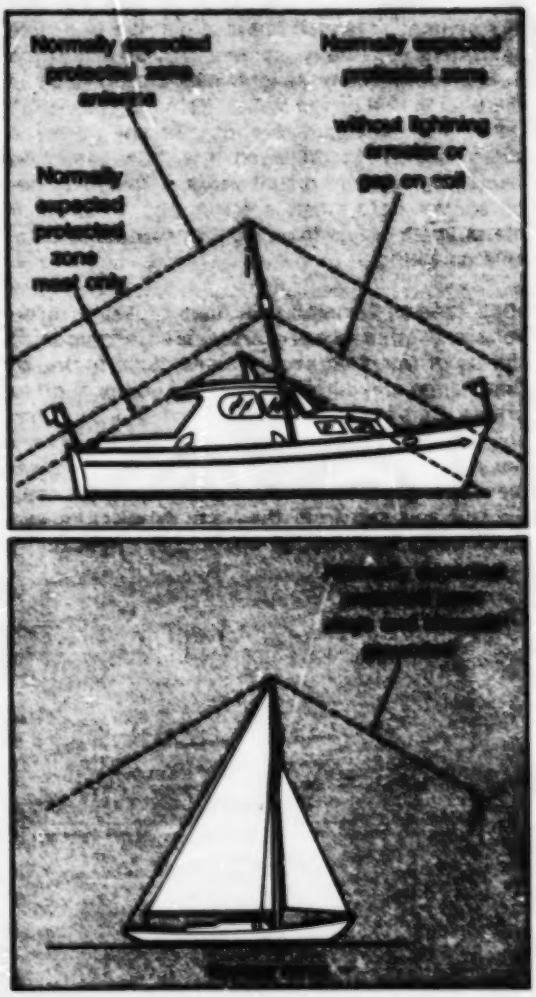
The wire used to bond masts, engines and shrouds to the keel or ground plate should have a conductivity equal to or greater than #8 AWG copper wire. Since a boat vibrates, it is recommended that the bonding wire be tin stranded copper which resists metal fatigue better than solid, single conductors. Copper tubing or strips can also be used as long as the thickness of the material is .032 inch thick or greater. All electrical connections should be made with corrosion resistant hardware and mechanically strong. Solder must not be used as it may melt during a lightning strike. The wire should be firmly attached to a bolt that goes through the hull to the grounding plate or a metallic keel, both of which must be exposed to the water. On some boats the metallic rudder, propeller and shaft can provide an adequate ground if they form a relatively straight grounding path.

The "lightning rod" should extend at least 6 inches above any other equipment attached to the masthead, such as anemometers, antennas, flagstaffs and the like. The "lightning rod" must be firmly attached to the grounding wire running to the keel or ground plate. If the boat has an aluminum mast, the rod can be connected directly to the mast head and the grounding wire to the base of the mast.

In many instances, the radio antenna is the highest point on a boat. An antenna can be used for lightning protection if it is equipped with a lightning arrester in the lead-in cable. The lightning arrester allows normal operation of the radio, but in the event of a lightning strike, the high voltage jumps a small gap within the lightning arrester and is shunted to ground. This not only provides protection for the vessel, but also reduces the chance of damage to the radio equipment.

To insure that a vessel is adequately protected against lightning, the entire vessel should be enclosed in an imaginary cone formed by a 60° angle from the highest grounded point on the vessel. If the grounded mast is too low in relation to the length of the boat, the extremities of the vessel are not protected. In such a case, the lightning rod should be extended until the entire vessel lies within the 60° "cone of protection."

ZONES OF PROTECTION


Normally expected protected zone antenna
Normally expected protected zone without lightning arrester or gap on coil
Normally expected protected zone mast only

Please note that fiberglass antennas with spiral wound wire are **not** suitable for lightning protection. Antennas with loading coils offer protection only to the height of the loading coil.

If you are not sure how your antenna is made, consult the dealer or manufacturer about its suitability for use as lightning protection.

The Making of an Epic?

Story and photos by Brian Norris, Coast Guard Headquarters Boating Information

Actors, cameramen, director, assistant cameramen, technical advisors, props, lights, cameras....it was all there, right out of a Hollywood sound stage. But it wasn't Hollywood. In fact, it was about 3,000 miles removed from Hollywood -- in New Jersey of all places, near the Coast Guard station at Sandy Hook.

There, a group of about 14 people gathered at sunrise on August 14 to begin filming a series of television public service announcements on boating safety for the U.S. Coast Guard.

Well, it wasn't exactly a "series" of spots; it was more like two spots, one on Hypothermia, and the other on Capsizing. But with all of the equipment and people, a series of spots could have been filmed -- a full length motion picture even. But then, that's show biz.

For those of you who are unfamiliar with public service announcements, they are the commercials you see on TV for organizations like the American Heart Association, American Cancer Society, Red Cross, National Wildlife Federation, Peace Corps/VISTA, and on and on. The time for these spots to appear on your TV is donated as a service to the public by the station. The amount of public service time available is limited, so as you might imagine competition to have spots played is tough. Anyway.....

The spots were being filmed by Amram Nowak Associates of New York, a film company that bid on, and won, the Coast Guard contract to produce boating safety public service advertising for the winter and spring of 1980.

The people at Amram wrote the scripts for the spots after consulting with the Coast Guard's Boating Information Branch, which oversees the production. Based on the latest accident statistics, Lt. Frank Lynch, chief of the branch, determined that capsizings on small pleasure boats (14 feet and less in length) was a major problem. One of the spots would cover this area. Hypothermia, or exposure as it is sometimes known, was decided upon as the subject for the winter spot since it is a major threat to people who boat in winter; hunters, fishermen, and the like.

After the scripts were approved by the Coast Guard, and the Department of Transportation, the filming could begin.

Amram decided upon a "cinema verite", or real life approach for the spots. In the Capsizing spot, a boat would actually be capsized, spilling people into the water. For the Hypothermia spot, a man would be shown in the water (having supposedly capsized during a hunting trip), doing the various things that are recommended to minimize the dangers of hypothermia. Staging and filming this type of action would be difficult and, for the actors, hazardous.

For safety's sake the spots were filmed in water four feet deep at the most. Kirk Simon, the director of the spots, began the day's shooting with the Hypothermia spot. Mr. Simon calculated that since no action, other than a man floating around in the water, was needed he could shoot this spot quickly and then move on to the more difficult Capsizing action.

Mike Quinn of Arcata, California was the actor in the Hypothermia spot. His day's work consisted of slowly swimming about ten feet to an overturned pleasure boat, then climbing aboard and huddling up as he waited for rescue, all in three feet of water. This he did four times while three cameras covered his movements from different angles. Filming for this spot took about two hours.

The Capsizing spot was a little trickier. The people acting in this spot would have to capsize a 14 foot boat and make it look like an accident. Janice Wilczynski of Saddlebrook, New Jersey and Mike Budd of Trenton played the young couple in this spot, and with the boat weighted with cinder blocks and half filled with water, they managed to flip the boat, five times for five separate filmings. This meant capsizing the boat while the cameras were rolling, then wading ashore, changing into a set of dry clothes exactly the same as those that were wet, drying their hair, then getting back into the boat, ready for another capsize. Filming for this spot took about six hours.

On film, with the narration added, the spots look very good and, hopefully will be exciting enough to encourage television stations to play them often. In fact, maybe you have already seen the Hypothermia spot. It was released to the television stations last October.

Keep your eyes open for the Capsizing spot this spring and summer. It will be going out to the stations in May 1980.

Plan Now for Fun Later

By PA2 Joe Vega, Seventh Coast Guard District Boating Safety

This article, which appeared in the Summer 1979 Boating Safety Newsletter, is reprinted in an effort to give boating organizations planning regattas for the spring and summer 1980 an idea of the steps necessary for such an event.

Regattas, races and marine events are the Broadway shows of boating. They're lots of fun and good for the boating community, but they must be properly organized or they could easily get out of control. So how does one start to organize such a spectacle?

When planning a regatta or marine event, it must be well organized and planned at least two or three months in advance. The date of the event should be chosen far in advance also, and a rain date selected as well. A committee for planning should be formed by the sponsoring organization. The members of the committee should be assigned tasks to accomplish their goal - to have a well organized and safe regatta. Guidelines for the committee, or the sponsor of the event if a committee is not appointed, are somewhat as follows:

Location and Course of Event -- Select a location that is safe and has little traffic. Make sure that the depth of the water is sufficient for all vessels involved. When plotting the course, any prominent landmarks should be noted on the course charts to assist the boaters. Designate areas of refuge in the event of bad weather. Furthermore, be prepared to cancel the event if weather warrants.

Make sure that there will not be any interference with the normal flow of traffic unless special regulations have been issued by the Coast Guard. Designation and marking of areas for racers and spectators must be set by the sponsoring organization. Also, organize the immediate removal of these markings upon completion of the race. If the event is a power boat race, ensure that an escape route is provided at each turn, clear of all other craft and spectators.

Safety Patrols -- Make sure that your safety patrol is well organized and all members have adequate means of communication aboard. Your safety patrol should consist of skilled boaters with one person in charge. Assign patrol areas for each of the safety vessels in advance. The safety patrol vessels should be labeled "SAFETY PATROL" in highly visible letters.

Accountability -- Make sure you have a list of all persons involved in the event. This list should contain a description of all vessels, numbers, and names. This will help ensure that all vessels return or are accounted for before and after the event.

Applicant Information -- All applicants must be well informed of the course, rules, requirements, procedures, etc. Provide them with all information, dates, and times of pre- and post- race meetings.

Pre- and Post- Race Meetings -- Plan a pre-race meeting to discuss problems of previous races, rules and regulations, the proper marking of the race course, procedures, etc. Plan a post-race meeting to discuss problems, changes to be made for future races, and so on.

Marine Permit; Who Needs to File -- Anyone who wants to hold a regatta, race, or marine event that will introduce extra or unusual hazards to the safety of life or property on navigable waters of the United States is required to obtain a Marine Permit from the Coast Guard. Examples of extra or unusual hazards are, but not limited to: a hazardous condition, the customary presence of commercial or pleasure craft, any obstruction of a navigable channel that may result, the expected accumulation of spectator craft.

Vessel Examination -- If possible, inspect all vessels involved before the event. The vessels should meet all federal and state requirements.

Program of Events -- This is a list of any special activities that may take place in addition to the main event, such as water exhibitions including ski shows, swimming events, and so forth. The locations and times of these events must be included in the list. It must be submitted with the Application For Approval Of Marine Event.

Considering that you have obtained all the necessary information for your permit, you must begin with a letter to the Coast Guard Boating Safety Office in the District where the event is going to be held requesting an "Application For Approval Of Marine Event". This application must be submitted at least 30 days before the scheduled event. Lieutenant (jg) Barbara A. Hurd, Assistant Chief of Boating Affairs Branch for the Seventh Coast Guard District, explains, "Whenever I receive an Application For Approval Of Marine Event, I make sure all the information required is completed on the form. If the application is not received at least 30 days in advance, we will disapprove it because we won't have enough time to process it and provide a patrol, if necessary. As for properly submitted applications, about 98% are approved each year. Safety is the number one factor in determining whether an event will be approved. If it's going to block navigation in a heavily traveled area, it must also be evaluated to determine the safety factor. Charts or scale drawings of the area must be provided with the Application indicating the area where the event will be held and route that will be taken. We then plot the course of the event to determine where they are going and to make sure that there will not be two events in the same area at the same time. We then send a letter to the Commanding Officer in the area of the event with information on the event and possibly a request for one or two boats to be dispatched to the area for the safety of transient craft and spectator vessels."

There are certain requirements in order to get a permit and many responsibilities after one is granted. If the event is going to be held close to shore or in inland waters, it is the responsibility of the sponsor of the event, before submitting the application, to make sure the local police and other interested parties are notified so there are no objections to the event. Provisions must then be made for the proper safety patrol craft to be on hand. The Coast Guard will not provide a safety patrol for the participants of the event. However, they may provide a patrol for the control of spectator and transient craft. In short, the sponsor is responsible for the smooth operation and safety of the event.

There are certain regulations of which the sponsor should be aware. Once a permit has been issued for holding an event in a certain area, it is the responsibility not only of the sponsor, but also of the participants to remain within that area. Leaving the area for which the permit has been granted could subject the sponsor to a penalty of $250, all boat owners or boat operators to a penalty of $500, and everyone else including passengers to a penalty of $250. It is important to make sure that all applications and permits are complete and that everyone participating in the event is thoroughly briefed.

If some type of temporary navigational aid is to be used in the event, the sponsor must inform the Coast Guard in the Application For Approval Of Marine Event. The Coast Guard Boating Safety Office will notify the Coast Guard Aids to Navigation Branch so a Local Notice to Mariners may be published. The sponsor of the event must make sure that these navigational aids are in their proper places and are removed when the event is over.

The number of regattas and marine events is increasing each year. Big or small, they're equally fun and enjoyable, but only when they're safe. For any further information on Marine Event Regulations, contact your local District Boating Safety Division.

Hypothermia

The Sneak Attack

By PA3 Dick Wehn, Fifth Coast Guard District Boating Safety

"TITANIC SINKS FOUR HOURS AFTER HITTING ICEBERG
866 RESCUED; PROBABLY 1250 PERISH"

This was the front page headline carried by the New York Times on Tuesday, April 16, 1912. The world's largest and safest ocean liner, the S.S. Titanic, had rammed an iceberg in the North Atlantic, sending more than 1,200 people to their deaths. There had been ample time to load and lower all the Titanic's lifeboats, and distribute lifejackets. And yet, the liner Carpathia arrived barely four hours after the sinking to find only 866 survivors, all in the lifeboats. What happened to the other 1,250 people? Why weren't there any survivors in the water?

The answer to these questions lies in an effect that was unknown at the time; the effect of hypothermia. Most likely, hypothermia was responsible for the deaths of all those people able to get off the sinking vessel but unable to get into the lifeboats, and out of the frigid North Atlantic water. In 1912, nearly all water-related deaths were listed as drownings. The Coast Guard now estimates that over 30% of all listed drownings are actually cases of hypothermia.

What is hypothermia? Simply stated, it is the cooling of the body core faster than the body can replace the heat loss. It can happen in cold water, as in the Titanic disaster, or in cold air, when combined with wet clothes or skin.

Chief Warrant Officer Lonnie Hyatt and his six Boating Safety Detachments have been spreading the word on hypothermia throughout the Fifth Coast Guard District for over two years. Part of their two hour program is a graphic demonstration, involving a volunteer from the audience and a bucket filled with ice and water.

The volunteer submerges his hand in the icy mixture, for what feels like an eternity, until he can stand it no longer. After displaying the lobster-red color of the submerged skin, Mr. Hyatt asks the volunteer to retrieve a few coins from the bottom of the bucket. Mr. Hyatt says, "The record time anyone has been able to keep his hand in the water, so far, is six minutes. And the volunteer usually gets fewer than half the coins from the bucket."

The icy water is used to demonstrate, quickly, the effects of cold water on coordination and manual dexterity. Mr. Hyatt warns, however, that you don't need ice to produce hypothermia. Water cooler than body temperature is all you need to produce a possible case of hypothermia.

Hypothermia takes two forms, acute and chronic. Usually associated with cold air and wet clothes or skin, a chronic case of hypothermia takes effect over a long period of time. Due to the slow onset, the body undergoes certain changes, creating fluid and chemical imbalances, undetectable to the layman. It is imperative that a victim of chronic hypothermia be treated by a doctor as soon as possible.

Acute hypothermia is usually the result of immersion in cold water. Because it happens so quickly, the body does not undergo the fluid and chemical changes noted in chronic hypothermia. It can be just as deadly though, eventually chilling the body so thoroughly that death occurs. Since acute hypothermia cases usually happen in the water, the loss of coordination and mental disorientation often results in the victims slipping under the surface, never to be seen again.

It may not seem like the Messenger of Doom, but shivering is the first signal that hypothermia may be approaching. Everyone has shivered at one time or another, but shivering due to hypothermia is more agitated and uncontrollable.

This violent shivering usually begins when the body core temperature falls between 98.6 and 95 degrees Fahrenheit.

When the body core temperature reaches the 95 - 90 degree range, the violent, obvious shivering becomes less pronounced. The victim appears somewhat like a person with a mild chill. The difference is that mental disorientation occurs at this temperature. The victim may not know, or care, where he is. The ability to reason is clouded, or gone completely, and the person will seem clumsy or uncoordinated.

Last spring, three young men capsized their small sailboat on the York River, near Yorktown, Virginia. When the men surfaced, they all agreed that their best chance would be to hang on to the boat until help arrived. After drifting for some time, the men began suffering from various degrees of mental disorientation and loss of coordination. Two of the men decided to attempt the swim to shore, while the third steadfastly clung to the sailboat. Neither of the two swimmers was seen alive again. The man clinging to the sailboat was spotted and picked up a short time later, and lived to tell the tale of how his two friends had died. This demonstrates how, even though the men decided from the beginning to stay with the boat, the cold grip of hypothermia clouded their minds enough to override their original, more rational decision.

By the time the body core temperature reaches the 90 - 86 degree range, the victim is usually unconscious, or totally disoriented. There is a total absence of shivering. The once violent shivering is now replaced by muscle rigidity. A man in the water at this point, unless he is wearing a personal flotation device, will quietly sink out of sight and drown.

Probably the most effective treatment, excluding hospitalization, for hypothermia is to place the victim in a tub of warm (110 F.) water, with the arms and legs extending over the sides. The object in treating a hypothermia victim is to warm him from the trunk outward. If the extremities are warmed first, the blood vessels at the skin surface open up, rushing cold blood directly to the heart. This sudden influx of cold blood can cause further shock or even heart failure.

Never place an unconscious person in a tub of water. He could slide under the water, or fall forward, and drown. If this happens, the sudden exertion during a struggle to get air could even produce heart failure. It would be tragic to lose someone so close to recovery.

CWO Hyatt and BMC C. K. Woddell have devised a hypothermia wrap which has proven extremely effective in rewarming victims of hypothermia. The procedure involves laying the victim on a blanket and folding the corners so that the head and trunk are covered while the limbs remain exposed. If possible, place a heat source in the blanket to help counteract the body's inability to produce its own heat. Warm water poured directly on the blanket can be a heat source, and a very effective one. But, be sure to repeat the process periodically so the victim isn't further chilled. Other heat sources might include warm water bottles, chemical heat packs or heated rocks. Take care to guard against accidently burning the victim's flesh.

In the field, one of the best sources of heat is skin to skin contact with a warm body. By wrapping the victim and another person in a blanket or sleeping bag, the heat of the volunteer's body will slowly heat the victim's body.

The most important objective in treating a victim of hypothermia is to prevent further heat loss. Next, try to reverse the cooling process by applying an external heat source, gradually rewarming the body core and only later warming the extremities. In severe cases, get the person to a doctor immediately. Caution should be exercised when deciding to end the hypothermia treatment. If a person is not sufficiently warmed, he may suffer from a temperature "after drop", creating a situation worse than the original state of hypothermia.

Hypothermia

Obviously, staying out of cold water is the best way to avoid hypothermia. If, however, immersion is inevitable, there are several things you can do to increase your chances of survival.

One of the most important things to remember is to move as little as possible. Movement increases your body's heat loss in addition to circulating colder water near your body. The drownproofing technique taught by most branches of the military was designed for warm-water survival only. In cold water this is one of the fastest ways to drain body heat. Don't attempt to swim to shore! A fourteen year old boy clung to his family's capsized boat more than 40 hours in a boating accident near Galveston, Texas recently. The young boy was the only survivor of the accident. The other five members of his family died in their attempts to swim to shore. Most smaller boats have some form of flotation, which means they will stay afloat even when filled with water. That's a good reason to stay where you are and hang on to the boat.

Warm clothing and personal flotation devices are excellent aids in slowing the effects of hypothermia. While the PFD keeps the body afloat with minimum effort, the layers of clothing act as insulation for the body. Assuming the "Heat Escape Lessening Posture" (HELP) increases your chances of winning against hypothermia.

This position, with arms crossed in front of the chest and knees drawn toward the chest, protects most of the areas of high heat loss (groin, sides, armpits, head).

The best protection against hypothermia is an exposure suit. This suit covers the entire body, except the upper face, with a protective lining. These suits can extend survival time from two to eight times as long as an unprotected body. One case emphatically documents the value of these suits.

Several years ago, off the coast of Alaska, the 78 foot crab boat, Master Carl, sank at one o'clock in the morning. One hundred mile per hour winds were driving heavy snow across the raging 35 degree sea. The four crewmen, wearing survival suits, abandoned their boat and struggled through the heavy seas to their inflatable liferaft. The raft was blown over several times, spilling the men repeatedly into the frigid water. After nine hours in, on, and under the icy water they washed onto the frozen shore where they huddled for 25 more hours before they were rescued. Amazingly, all four survived the frigid water and driving wind with no ill effects.

Another type of protective covering, in an abbreviated form, is the float coat. This coat is more practical for the recreational boater and is designed to float the wearer in addition to providing some protection against hypothermia. They do not provide as much protection as a survival suit but the fact that they cost less than half as much as a survival suit and can be comfortabley worn at almost any time should make them attractive to the recreational boating public.

Here are some important things to remember when confronted with hypothermia.

1. PREVENT FURTHER HEAT LOSS
2. PROVIDE A HEAT SOURCE FOR THE BODY CORE
3. MOVE THE VICTIM AS LITTLE AS POSSIBLE
4. GET THE VICTIM TO A DOCTOR AS SOON AS POSSIBLE.

Knowing what to look for and how to take emergency action can save lives in cold water boating accidents.

Preventive Maintenance

Worth Dollars of Cure

From Minnesota Dept. of Natural Resources
"Boat and Water Safety Newsletter"

Gasoline Tanks Need Cleaning

A little preventive maintenance in the matter of getting boats ready for off season storage can save an awful lot of trouble several months later.

Many boating items can suffer more from improper storage than they would if kept in regular service. Corrosion, rot and other forms of deterioration do more harm than normal wear and tear.

Your outboard's gas tanks are a good example. During the boating season, any small amount of water on the tanks' bottoms will be moved about more or less constantly. But if that water remains in one spot during months of storage, it has a better chance to damage the metal where it happens to be.

You'd think that simply turning the tank over would let water drain out, but the neck built into the tank to receive the filler cap projects an inch or so down into the tank. It's made that way so that an inch or so of air space will remain in the top of the tank when it is being filled with gasoline. This allows for expansion when sunlight warms up the gasoline which had previously been in a cool underground storage tank.

A good way to get a few teaspoonsful of water out of the tank is to wrap a clean, absorbent cloth around the end of a stick and use it as a swab to soak up the water. You can dissolve water with a little of the liquid sold in auto stores that is used to keep gas lines from freezing. Swishing perhaps half a cup of it around the bottom of the tank will pick up all the stray, scattered droplets of water and make swabbing out even easier and more thorough.

If there's sand or sediment in the bottom of the tank, you can usually remove it with the swab along with the droplets of water. Chewing gum on the end of a stick will also lift sand or other particles. Using a vacuum cleaner would be hazardous, as any gasoline vapor in the tank would be drawn to the vacuum's electric motor with its sparking commutator. You could get an awful bang out of that.

Winter Cover Up

Because it is so widely available in hardware and department stores and costs somewhat less than canvas, sheet plastic is a popular material for covering small boats that are stored outdoors during winter. Here are a few suggestions from experts on how to do a good cover-up job.

Sheet plastic comes in several various thicknesses and types. Some are so thin and tear-prone that they're worthless for boat covers. Also, you don't want the stuff that comes labelled as painter's drop cloths. Rather, you should go to lumber and building supply houses and look for tougher sheet plastic intended for covering lumber, temporary enclosures and other rugged jobs. It will cost a little more but will do a much better job.

Transparent plastic will let sunlight pass through and this can lead to fading of upholstery in the boat's cockpit. If possible, use a dark colored or black material, which will shut out the light better.

There is a temptation to use "duct tape" to affix plastic covers to boats quickly and snugly. This material is usually two inches wide, silver in color and adheres quite well to smooth surfaces. It is sold in hardware and building stores and its usual use is to seal joints in heating ducts against air leaks. The trouble with using duct tape on boat covers is that you can get an airtight seal between the boat and its cover. This creates a "hothouse" effect and the boat will sweat and mildew when milder weather returns.

1980 Update

Boating Law Administrator

Reference Directory

Mr. William B. Garner
Director, Marine Police Division
Department of Conservation and Natural Resources
State Administrative Building
Montgomery, Alabama 36130

Mr. Richard Burton
Commissioner of Public Safety
Pouch "N"
Capitol Building
Juneau, Alaska 99801

Mr. Don Graf
Commissioner of Public Safety
Pago Pago, American Samoa 96920

Mr. Tom Alexander
State Boating Administrator
Arizona Game and Fish Department
2222 W. Greenway Road
Phoenix, Arizona 85023

Mr. John Welch
Chief of Enforcement
Arkansas Game and Fish Commission
#2 Natural Resources Drive
Little Rock, Arkansas 72205

Mrs. Margaret C. (Marty) Mercado
Director, Department of Boating and Waterways
1629 "S" Street
Sacramento, California 95714

Mr. Pat Hatch
Boat Safety Coordinator
Division of Parks and Outdoor Recreation
13787 South Highway
Littleton, Colorado 80125

Mr. Frederick J. Pogmore
Chief, Law Enforcement Unit
Room 247, State Office Building
165 Capitol Avenue
Hartford, Connecticut 06115

Mr. George W. Stewart, Jr.
Boating Administrator
Department of Natural Resources and Environmental Control
P.O. Box 1401
Edward Tatnall Building
Dover, Delaware 19901

Mr. Burtell M. Jefferson
Chief of Police
(LT Thomas M. McGlynn)
Metropolitan Police Department
Harbor Section, SOD
550 Water Street, S.W.
Washington, D. C. 20024

Major James M. White
Logistics Coordinator
Department of Natural Resources
525 Crown Building
202 Blount Street
Tallahassee, Florida 32301

Mr. Robert S. Baker
Chief of Education Section
Department of Natural Resources
Room 714, Trinity-Washington Building
Atlanta, Georgia 30334

Mr. Pedro A. E. Manibusan
Director
Department of Public Safety
Agana, Guam 96910

Mr. D. E. Parsons
Acting Chief, Boating Branch
Department of Transportation
Harbors Division
79 S. Nimitz Highway
Honolulu, Hawaii 96813

Mr. Stephen Anderson
Acting Deputy Commissioner
Department of Parks and Recreation
State House
Boise, Idaho 83731

Mr. William Brey
Chief, Division of Law Enforcement
600 North Grand Avenue, West
Springfield, Illinois 62702

Mr. Phillip Ohmit
Law Enforcement Division
Indiana Department of Natural Resources
606 State Office Building
Indianapolis, Indiana 46204

Mr. Roy Downing
Superintendent of Waters Section
State Conservation Commission
Wallace State Office Building
Des Moines, Iowa 50319

Mr. George Schlecty
Boating Administrator
Forestry, Fish & Game Commission
912 Stout Street
Pratt, Kansas 67124

Mr. H. Doug Shoulders
Director
Division of Water Enforcement
State Office Building
Frankfort, Kentucky 40601

Mr. J. Burton Angelle
Boating Law Administrator
Secretary, Wildlife & Fisheries Commission
P.O. Box 44095
Baton Rouge, Louisiana 70804

Mr. Lorenzo (Larry) J. Gaudreau
Director, Division of Watercraft Registration & Safety
284 State Street
Augusta, Maine 04333

Commander Roy W. Rafter
Superintendent, Natural Resources Police
Tawes State Office Building
Annapolis, Maryland 21401

Mr. Alfred F. Nataloni
Director, Division of Marine and Recreation
150 Causeway Street
Boston, Massachusetts 02114

Mr. Robert W. Dyke
Administrator, Marine Safety Section
Law Enforcement Division
Department of Natural Resources
Steven T. Mason Building
Lansing, Michigan 48909

Mr. Kim Elverum
Boat & Water Safety Coordinator
Department of Natural Resources
350 Centennial Building
St. Paul, Minnesota 55155

Mr. Mitchell E. Reeves, Jr.
Chief of Law Enforcement
Department of Wildlife Conversation
Bureau of Fisheries and Wildlife
P.O. Box 451
Jackson, Mississippi 39205

Colonel Dan A. Needham
Commissioner
Missouri State Water Patrol
911A Leslie Boulevard
P.O. Box 603
Jefferson City, Missouri 65101

Mr. Robert Miller
Safety Administrative Officer
Department of Fish, Wildlife and Parks
Helena, Montana 59601

Mr. Andy Neilson
Boating Administrator
State Game and Parks Commission
P.O. Box 30370
2200 North 33rd Street
Lincoln, Nebraska 68503

Mr. William G. Parsons
Chief, Division of Enforcement
Department of Wildlife
P.O. Box 10678
Reno, Nevada 89510

Mr. John Bridges
Director, Division of Safety Services
New Hampshire Department of Safety
James H. Hayes Safety Building
Hazen Drive
Concord, New Hampshire 03301

Captain B. R. Henry, USCG (Ret)
Chief, Bureau of Marine Law Enforcement
Department of Environmental Protection
P.O. Box 1889
Trenton, New Jersey 08625

Mr. Otis Chappell, Jr.
Boating Administrator
Park & Recreation Commission
P.O. Box 1147
Santa Fe, New Mexico 87503

Mr. William F. Delaney
Director, Bureau of Marine and Recreational Vehicles
Agency Building #1
Empire State Plaza
Albany, New York 12238

Mr. C. R. Fullwood, Jr.
Chief, Motorboats and Water Safety
Wildlife Resources Commission
Archdale Building
Raleigh, North Carolina 27611

Mr. Wilmer J. Pich
Boat Safety Specialist
State Game and Fish Department
Bismarck, North Dakota 58505

Mr. Norville L. Hall
Chief, Ohio Division of Watercraft
Department of Natural Resources
Fountain Square
Columbus, Ohio 43224

Lieutenant Merlin Johns
Director, Lake Patrol Division
Department of Public Safety
P.O. Box 73136
Oklahoma City, Oklahoma 73111

Mr. Malcolm Mc Minn
Director, Oregon State Marine Board
3000 Market Street, N.E. #505
Salem, Oregon 97310

Mr. Gene Sporl
Director, Bureau of Waterways Fish Commission
3532 Walnut Street
P.O. Box 1673
Harrisburg, Pennsylvania 17120

Mr. Jose R. Garcia
Boating Law Administrator
Maritime Department
Puerto Rico Ports Authority
GPO Box 2829
San Juan, Puerto Rico 00936

Mr. Earland W. Fielder
Acting Chief, Division of Boating Safety
Department of Natural Resources
Quonset Administration Bldg. #7
Davisville, Rhode Island 02854

Mr. Thomas C. Welch, Jr.
Chief, Division of Boating
Wildlife & Marine Resources Department
P.O. Box 12559
Charleston, South Carolina 29412

Mr. E. R. Lamster
Boating Coordinator
Department of Wildlife Parks and Forestry
Anderson Building
Pierre, South Dakota 57501

Mr. Gary T. Myers
Executive Director
Tennessee Wildlife Resources Agency
P.O. Box 40747
Nashville, Tennessee 37204

Mr. James Larry Williford
Supervisor, Water Safety Enforcement
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, Texas 78744

Mr. Bob Anderson
Acting, Boating Chief
Division of Parks & Recreation
1596 W. North Temple Street
Salt Lake City, Utah 84116

Corporal Robert S. Crossman
Director, Marine Division
Department of Public Safety
Montpelier, Vermont 05602

Mr. Franke A. Hoheb
Chief Enforcement Office
Bureau of Environmental Protection
#86 Estate Frydenhoj
St. Thomas, Virgin Islands 00801

Mr. James F. McInteer, Jr.
Executive Director
Commission of Game and Inland Fisheries
P.O. Box 11104
Richmond, Virginia 23230

Mr. James Horan
Boating Safety Coordinator
Washington State Parks & Recreation
P.O. Box 1128
Olympia, Washington 98504

Mr. Raymond Eye
Chief, Law Enforcement Section
Department of Natural Resources
State Office Building
1800 East Washington Street
Charleston, West Virginia 25305

Mr. Dale P. Morey
Boating Law Administrator
Department of Natural Resources
P.O. Box 7921
Madison, Wisconsin 53707

Mr. Steve Smith
Watercraft Supervisor
Game & Fish Department
P.O. Box 1589
Cheyenne, Wyoming 82002

Items to Note

Marine Police Conference

The Terry Campus of Delaware Technical and Community College and the Delaware Marine Police hosted a five-day Marine Police Operations Conference in Dover, Delaware the week of October 22, 1979.

This was the third such conference sponsored by the Terry Campus of Del Tech, and it brought together 80 men and women from diverse agencies such as Customs; Coast Guard; Alcohol, Tobacco and Firearms; State Police; Boating and Wildlife law enforcement and management personnel. These participants traveled to Dover from eleven eastern seaboard states and the District of Columbia.

Boat theft, contraband and smuggling, techniques of investigating boating accidents, as well as physiological and psychological stress encountered by enforcement personnel were among presentations offered by reputable professional persons with practical field experience. The presentations were complemented by static displays, field trips, and a video-taped questioning of witnesses to a mock boating accident which was followed by a critique.

A major highlight of the conference was an after-dinner address concerning key elements required for successful prosecutions of smuggling cases. The speech was delivered by Dr. E. J. Salcines, chief prosecutor for the State Attorney General's Office in Tampa, Florida.

The conferees expressed a unanimous desire to have the conference offered on a semi-annual basis and to be divided regionally.

Dr. Gerry Frank Petty, vice president and campus director of the Terry Campus of Del Tech, is actively exploring the possibility of accomodating the desires of the conferees for semi-annual conferences to be held at locations economically attractive to potential participants.

In the News

The 1979 Coast Guard Auxiliary annual Fall Conference was held in Fort Lauderdale, Florida the second week in September.

The major address at the Commodore's banquet was given by the Coast Guard Commandant, Admiral John B. Hayes. The Commandant spoke of the need for Auxiliary participation in Coast Guard missions and Coast Guard plans for training Auxiliarists to be ready for the challenge.

Admiral Hayes also hosted Auxiliarists and their guests aboard several Coast Guard cutters at Port Everglades.

In keeping with the Commandant's plan for expanding training for Auxiliarists, November 12 - 15, Coast Guard Auxiliarists and members of the Coast Guard participated in an Operational Workshop in Saint Petersburg, Florida. The purpose was to review and critique a proposed course of training for Auxiliarists which would upgrade and standardize Auxiliary Operational training throughout the country. The proposed training would be similar to that given both Coast Guard regulars and reservists. Workshop participants critiqued both the practical and theoretical aspects of the proposed course of training. Comments will be assessed before any further new Auxiliary operational training is implemented.

State of the Business

"I think the reason the boating industry is more stable than most is because of boating's inherent 'way of life' appeal, the quality of investment opportunities and the wide variety of low cost activities which can be enjoyed with a boat by the whole family," said Matt Kaufman, of National Marine Manufacturers Association, the trade association of the recreational boating industry.

Shipment figures released for the pleasure boat model year which ended August 31, 1979, showed a 10.8% increase for all boats and a 6.5% increase for the entire industry (all boats, motors and trailers) in dollar value over last year's totals, according to the association.

Inboard boats, inboard/outdrives and sailboats showed the greatest increases during the year which was generally tagged as a mediocre sales year because of uncertainties in the economy. Inboard boats were up 17.4% in dollar value; inboard/outdrive boats were up 10.5%; and sailboats were up 9.7%. Decreases were seen for boat trailers, motors and canoes.

The latest 12-month report on boating accessories as of July 31, 1979, shows an increase in shipments of 16.1% in dollar value.

On the international scene, pleasure boat exports from the United States increased in value by 73.9% during the first six months of 1979 compared with the same period in 1978. Total value of the exports was $72 million, while the 1978 value was $41 million.

Imports increased also. The value of boat imports into the United States increased by 45.0% during the first six months of 1979 compared to the same period last year. From January to June this year $67 million worth of pleasure boats were imported; for the comparable period of 1978, import value was $46 million.

"Used boat prices confirm that despite restrictions imposed by the scarcity of fuel, boating has not lost its magical appeal," according to Walt Sullivan of BUC International Corp., a pricing guide collector for almost twenty years. His findings for the second quarter of 1979, show powerboats 36 feet and over remain the best sellers with some small boats appearing more susceptible to sluggish sales. "Powerboat buyers looking in the 26 to 36 foot range will find somewhat lower prices," he added.

Boats commanding high prices will be diesel powered sport fishing boats and trawlers. Sailboats, less affected by fuel availability, enjoy healthy sales. And older models built 10 to 15 years ago are doing surprisingly well in sales and still demand respectable prices.

M.S.D. Problem

The public should note that there are errors in the operation manuals of the International Water Saving Systems and Danforth marine sanitation devices. These manuals state that the devices may be operated in two modes, urine cycle and solid waste cycle, with the urine cycle not requiring disinfectant and maceration. The urine cycle operation of these units is contrary to the Federal Water Pollution Control Act and should not be used. All discharge from marine sanitation devices must be disinfected. Persons using these marine sanitation devices should be aware of this requirement and use the devices only in the solid waste cycle.

Danforth Marine has indicated that corrections are being made to the operation manuals for these units and a special notice will be included in all pamphlets that are in error. If you have further questions pertaining to this matter, contact LTJG Keenan, U.S. Coast Guard (G-MMT-3/12), Washington, D.C., 20593.

Newly Published

Boating Film Catalog

"Boating Films '79" is a new 36 page directory of over 200 films available on boating, most of them free, that is available at no cost to schools, civic and boating groups from the National Marine Manufacturers Association, the trade association of the recreational boating industry. The non-commercial films, many of them produced by engine and boat companies, provide a growing number of clubs with entertaining and informative programs.

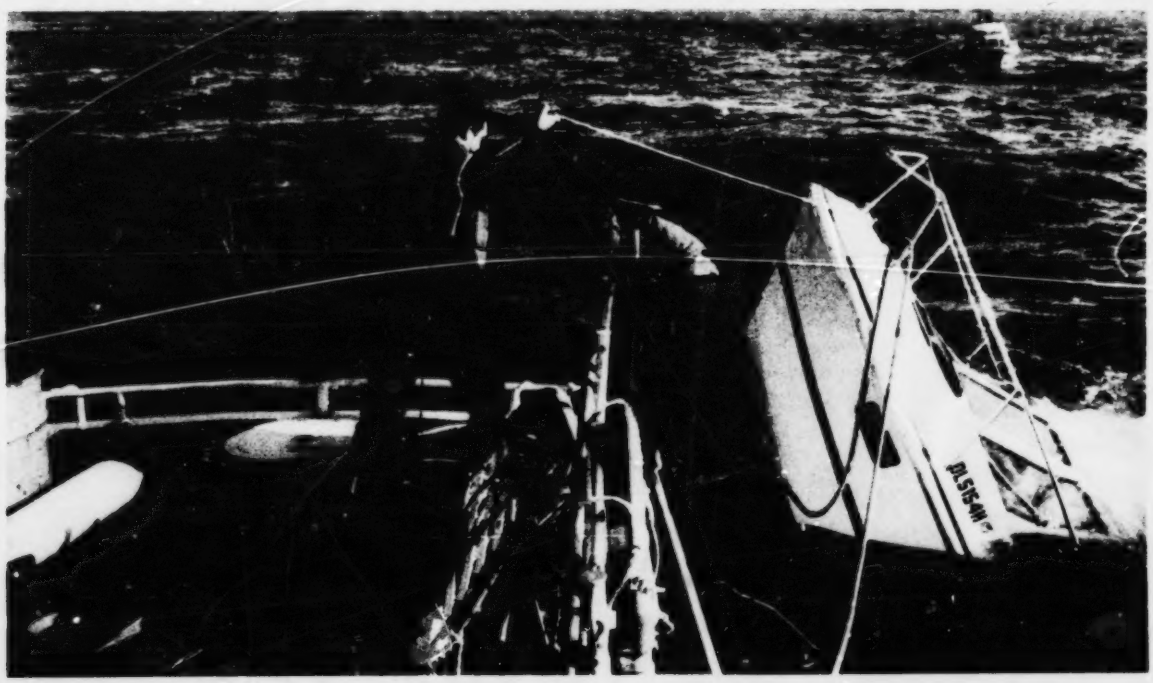
"We get more requests each year for films," says Clem Kochler of Mercury Marine. "I think people today belong to more special interest groups than ever before and each group wants a variety of program topics."

"Boating is a dream for many people before it becomes a reality," said Bob Brown of Hobie Cat. "Colorful films with lots of action help feed that dream."

Film subjects listed range widely. You will find topics including cruising, presenting insights into exploring famous rivers and seaports; "how to" instruction on boat operation and technical coverage of advanced skills and specialty sports including underwater diving, waterskiing and whitewater canoeing; racing events, both power and sail; and fishing tips for anglers on catching everything from bass to wahoo.

For a copy of the new "Boating Films '79", contact the National Marine Manufacturers Association office nearest you: 666 Third Avenue, New York, N.Y. 10017; or 401 N. Michigan Avenue, Chicago, IL, 60611.

This method of washing a boat is definitely NOT recommended by any known authority. *Photo by Jim McGranachan*



American Canoe Association

Canoe Safety Materials and Services

The American Canoe Association has announced the availability of a variety of canoe and kayak safety materials.

The first is the ACA Film Library, a collection consisting of approximately twenty titles of the best paddling safety and instructional films available today. These include the recent Red Cross whitewater movies, and "The Path of the Paddle" from the National Film Board of Canada. The Film Library is handled by the Audio-Visual Services of Penn State University on a first come, first served basis for a nominal handling fee. Details on how to schedule the films, and a description of the collection are included in a brochure available from the ACA office, but films are scheduled through Penn State's Audio-Visual Services.

A series of safety posters on canoeing, especially river canoeing, has been developed for the ACA by canoeing writer and illustrator, Dean Norman. The 11" by 17" cartoon style posters depict the following themes: "Scout When In Doubt", "Drinking And Boating", Keeping Track Of Friends", "Foot Trapping", "Overloading", "Pinning", "Danger - High Water", "Cold Water", and "Lifejackets". Single copies are available free, quantity orders at $.05 each from the ACA office.

"Canoesport!" is a packet of safety literature packed in a plastic bag ready to be taped to boats, or provided as free handouts to the public by dealers, clubs, liveries or other organizations. The packet includes: "AWA Safety Code", "Whitewater" by the Red Cross, and "Survival In Cold Water". These are the most popular safety handouts in use today. The cover flyer indicates how people can become better informed about canoe sports. These packets are available free from the ACA while supplies last.

The ACA also operates a book service which offers the best instructional texts, and guidebooks for popular paddling areas. These materials are available at a discount to ACA members.

Finally, the ACA has an instructional program aimed specifically at river paddling and safety. If you need expert help for a special project, be it an instructional clinic, government meeting, or other gathering of importance, the ACA can frequently find someone in your area with the know-how and skills you need. Write the national office and indicate whether safety or training is your primary interest. Since your letter will be referred to an appropriate committee chairman, who must then find a suitable person in your area, allow at least eight weeks if you can. Be prepared to pay the expenses of your expert to, during and from the project.

It is hoped that these services will be of use to canoeists and safety personnel throughout the country. Please send your requests, comments, newsletter articles, advice, clippings, and other items of interest to: American Canoe Association, P.O. Box 248, Lorton, VA 22079

Off Season

Other Duties

Reprinted from "The Water Safety Journal"
of the National Water Safety Congress

As boating safety patrols on local waterways wind down with the end of the boating season, the on-the-water patrol personnel have a chance to take one deep breath before they turn to other duties. Some of the assignments entangle boating officers in projects they never dreamed of doing.

Consider the plight of one Corps of Engineers Park Ranger and a VPI Co-op student at John W. Flannagan Dam and Reservior. For them, "other duties" meant presenting a water safety program to over 5,500 students, teachers and members of local clubs. If there was ever an example of something starting out small and becoming big time, this was it. It was like holding a sock in front of a vacuum cleaner and daring it to suck the sock up. Once off the ground, the program continued to expand until eventually eighteen elementary schools, three high schools and other assorted groups were presented the program.

We found the best way to get a disinterested class involved was to give them some reason to enjoy the program, laugh a bit. "Raise your hands if you can breathe under water," we would say. To the delight of the others , invariably a few would always raise their hands. Then we would explain how they really didn't look like salamanders to us. The smaller children were always attentive, but for the high schoolers we had to rely on crazier tactics before they became attentive. But if that was what it would take to get them interested in water safety, we would always give it a try. By capturing their attention through a good laugh, we found that people also got serious when our program turned to serious subjects, such as the consequences of using drugs and alcohol around the water.

Since as many as eight presentations were given on a single day, it became a challenge to remain fresh looking, witty and above all, not bored. Over eighty showings of Jimminy Cricket singing, "I'm no fool in the water," can easily try one's patience. For this reason we found ourselves doing unbelievable things to get the audience's attention. "What things?" you might ask. Well, like offering to eat a life jacket if someone would ask one question about water safety. And then trying to take a bite out of a life jacket when the question is asked. Or like singing "I'm no fool in the water" to a bewildered twelfth grade government class.

We also found that there was always one or two in the crowd who would ask a question that would destroy everything we tried to accomplish. After one of the most stirring presentations, we excitedly asked for questions. Many hands went up so we picked one. An eight year old boy stood up and talked for three minutes on how he and his father had caught the biggest bass that ever came out of Flannagan Lake. The place suddenly became a wreck. Everyone wanted to tell a fish story. One student asked, "Is it true there is a fish at Flannagan large enough to swallow a Volkswagen?" One has to appreciate a question like this before answering it. Picture the attempts of a father trying to lay the groundwork for a fantastic monster story as he and his son drift around the misty lake. The answer, "I can't be sure. I have never been able to get a Volkswagen to stay on my hook."

But despite all the mental and physical exhaustion that accompanies a program like this, there are many rewards. We will never forget how after one presentation, the whole fourth grade class lined up to get autographs. Or when a small girl came up to us after class and told us the story of her brother drowning and how she wished he had seen our show. So we found that it is not really a bad deal for either party concerned. It has turned out to be a very rewarding "other duty".